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h Shore Lines

or Patrons of the Chicago South Shore and South Bend Railroad

VOL. 5 JANUARY, 1930 No. 3

Ogden Dunes Ski Classic to Be Jan. 12

There will be many perfect and thrilling jumps like this in the Third International Amateur Ski Tournament at Ogden Dunes (Wickliffe station on the South Shore Line), on Sunday, January 12. Some of the world's most famous ski performers will be there and new records are expected to be established from the 240-foot drop of this highest slide in America. This annual tournament is the foremost of all winter events along the South Shore Line. Last year more than 18,000 persons witnessed it.

Special Rates Are Offered to Ski Meet

THE Third International Amateur Ski Tournament, the outstanding winter event along the South Shore Line, will take place at Ogden Dunes (Wickliffe station) on Sunday, January 12. The first rider will take off from the top of the tall slide at 1:00 p. m. sharp.

All the outstanding ski riders in the Central Association will participate in this meet. Among them are: Earl Aaker, captain of the Ogden Dunes Ski club team, Stephen Trogstad, one of the sensational performers last year, Paul Christensen, Arvid Thorvaldsen, Leo Anderson and Martin Astrup.

Special rates to the tournament are offered by the South Shore Line. Following are rates in effect:

	Fare
Chicago Stations	$1.50
Kensington	1.00
Hegewisch	.85
Hammond	.75
East Chicago	.75
Gary	.40
Michigan City	.75
South Bend	1.75

There will be three new members of the Ogden Dunes club who have recently come from Norway where each has taken several prizes. The entire Norge Ski club of Chicago is expected to be there, as well as teams from Rockford, Ill., Milwaukee, St. Paul, Oconomowoc and Racine, Wis., Canton, S. Dak., and other clubs. Some fifty riders will compete.

Be Sure To Come Early

Spectators are urged to get there early, in order to avoid the crush. Last year more than 18,000 persons attended the meet and an even larger number is expected this year.

The club this year has rebuilt the lower part of the slide so that the spectators at the foot of the hill or on the level below can see more of the rider from the moment he leaves the top of the steel slide.

Slide Is Tallest

The Ogden Dunes slide is the tallest and undoubtedly the finest all-steel ski structure in America. The natural hill is one of the longest, and together with the steel slide provides a ski hill which is not equaled anywhere in this country. The length of the slide from the start of the run to the level at the foot of the natural hill is some 595 feet.

Skiing has shown remarkable progress in America in the last few years, especially in the Chicago metropolitan area. Ogden Dunes, with its proximity to the center of population in Chicago, its very convenient access by high-speed electric service and its outstanding slide is forging ahead rapidly and bids fair to become the center of the sport in America.

UTILITY REGULATION DECLARED ADEQUATE

Public utility regulation, as now practiced in most of the states, gives "ample protection" to users of the service, employees and investors, declared Samuel Insull, chairman of the South Shore Line, in a radio address November 24, at the invitation of **Collier's Weekly** to give a "frank statement as to whether there is too much or too little government regulation of utilities."

Government regulation of business can be of two kinds—"expansive," such as encourages development and service, or "restrictive," such as tends to breed distrust and ultimate destruction, he said.

Expansive Regulation

"Expansive regulation," he said, "means such laws and such administration of the law as will tend to the establishment of confidence among the three parties in interest; regulation which will convince users that the service will be reliable, the rates reasonable; which will convince employees their employment will be continuous, their wages good, their working conditions favorable; which will assure owners their investments will be sound and the return fair and dependable.

"Restrictive regulation," he said, consists of "such laws and such administration of the law as tends to spread distrust and arouse suspicion among the three parties in interest, predicated upon the theory that the entire utility business is founded upon 'special privilege,' when, in fact, its basis is one of obligations."

Long Favored Regulation

Mr. Insull pointed out that long before necessity compelled the industry to accept government regulation, "I was for it." He quoted from talks he had made as far back as 1898 in which he urged state regulation as being the "logical complement of private ownership and operation of utilities."

The convenience to all concerned, he added, is best served by state control.

Steel Highways Kept Open in Blizzard

FIGHTING the worst snow storm in more than a decade, which raged incessantly for three days, the South Shore Line kept its steel highways open when other transportation was at a standstill. Train service was maintained without accidents all during the blizzard, although other means of transportation failed the public.

All available forces of the company were called out as soon as the blizzard began and remained on duty until the storm abated. Many men were out for as long as 40 hours continuously. Extra men were employed to assist the regular forces in removing snow from the tracks and in digging out switches.

Despite the fall of 13 inches of snow which drifted in many places to depths of four feet and here and there to six feet, South Shore Line trains were kept running. A gale, which at times almost swept workmen off the tracks, increased the handicaps of operation.

In addition to serving its own patrons, the South Shore Line also performed valuable service to bus passengers and motorists who were stalled on highways paralleling the right-of-way. Many persons were picked up by trains and carried into Gary, Michigan City and South Bend.

Trains Are Warm

Passengers on the South Shore Line rode in warm and comfortable coaches and suffered no inconveniences aside from a few unavoidable delays occasioned by the snow storm.

Traffic over highways was at a standstill for a long time. Automobiles, trucks and buses were stalled in many places and few persons ventured out in automobiles.

Highways Are Blocked

Motorists of Indiana were asked by John J. Brown, director of the state highway commission, to cease driving on state roads except for the most urgent reasons during the storm and the days immediately following it.

Keeping Line Open

"Highway department gangs," said Mr. Brown, "have been handicapped seriously by the hundreds of abandoned automobiles found on highways. Many of these cars have been left in the middle of the road, delaying the passage of snow plows."

Schedules Maintained

South Shore Line train schedules were well maintained, considering the handicaps of operation.

The most serious delays were caused at the Illinois Central interlocking plant at Kensington, Illinois, due to snow and ice retarding operation of switches from the central tower. An idea of the complicated operation of this plant can be grasped from tabulation of the number of switches, derails and signals involved. From his tower, the operator controls 22 switches, 14 slip switches and 16 derails involving 95 separate movements by the manipulation of 62 working levers, 19 signal levers and 44 levers for derails and switches. Four movements are involved at each slip switch, each movement involving two rails. South Shore Line trains, Illinois Central suburban trains, Illinois Central through trains and Michigan Central trains operate through this one interlocking plant.

At other points along the South Shore Line, few delays were experienced.

Employees Battle Blizzard

At 3 a. m., Tuesday, December 17, the Maintenance of Way, Electrical and Signal departments called out all employes. The Maintenance of Way department immediately put all its regular section men and extra gangs to work cleaning off snow and employed large numbers of additional men in South Bend, Michigan City, Gary, East Chicago, Hammond and Kensington. The largest forces were employed in Michigan City and East Chicago, where blizzard conditions were the worst.

(Continued on page 6)

Studebaker a Leader in 8-Cylinder Field

FROM a small blacksmith shop operated by two brothers with a capital of $68, the Studebaker Corporation has grown in 78 years to be the world's largest builder of eight-cylinder automobiles and one of the leaders of the automotive industry. The name is the oldest in the history of trackless transportation in America and has been a by-word for staunch and dependable vehicles from the days of covered wagons to this day of high-powered motor cars.

Henry and Clem were two of five sons of John Studebaker, a wagon builder whose ancestors had migrated from Holland in 1736. They came to South Bend from Ohio soon after they had come of age and mastered their father's trade.

Within a year after they reached South Bend, they set up their business with their small capital and two sets of blacksmith tools. Some five years later, John, a brother who had been building wagons in the west, bought out Henry's interest. At the same time, Peter, another brother, joined the firm and in 1870 Jacob Studebaker joined as a salesman.

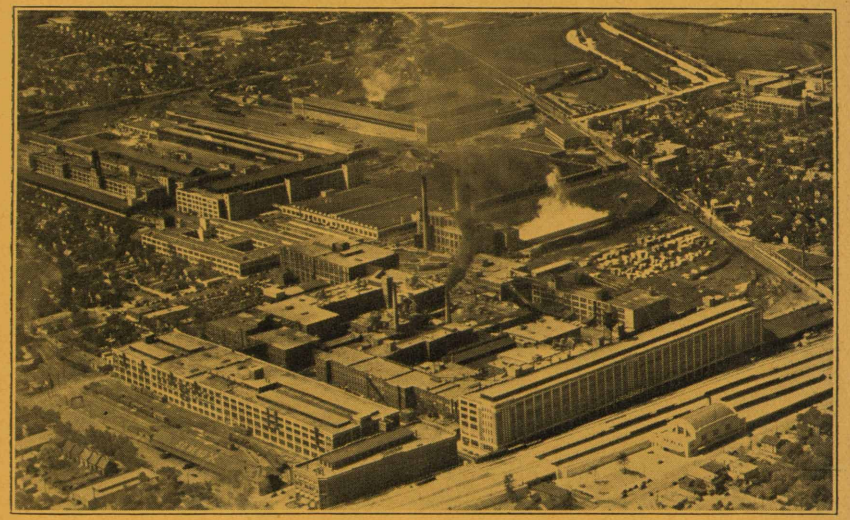
Business Grows Rapidly

The business grew rapidly from the start. There was nothing phenomenal about the success of the Studebaker brothers. Each contributed his own talent to the organization and it was through their ingenuity and industry that they prospered. Studebaker wagons were known the world over and sold themselves.

Modes of transportation changed and Studebaker has kept in the advance and has maintained its reputation for high class performance. As the nineteenth century came to a close, the company was making extensive experiments with the "horseless carriage." In 1899 the company began to build bodies for electric runabouts and in 1902 began production of electric cars. It began production of gasoline-driven cars in 1904 and discontinued production of electric cars in 1912 and of wagons about nine years ago.

Policies which were laid down by the founders of the company are continued today by the corporation with plants located at South Bend, Detroit and Walkerville, Canada, worth $65,000,000 and employing 21,000 workmen. Total assets of the corporation represent $105,000,000.

The Original Studebaker Factory.



Aerial View of Plants in South Bend.

The Studebaker Corporation is one of the two automobile manufacturers in the United States which make all of the following parts in their own factories: gray iron castings, drop forgings, motors, gear sets, clutches, differentials, steering gears, axles, springs, bodies and many other parts.

Foundry Capacity Is Large

On a tour through the South Bend plant, the first department visited is the foundry, one of the most modern in the world, where castings are made. Four large cupolas for melting iron are used in the gray iron casting department. From the cupolas the molten iron is carried in huge overhead ladles and poured through tiny apertures into sand moulds. This department has capacity of parts enough for 1,000 automobiles a day.

The next step is forging of crankshafts, camshafts, axles and similar parts. Giant steam hammers, many with power to strike a six-ton blow, and glowing heat-treating ovens are found here. Heat treating, insuring high degrees of hardness, follows the forging of many parts. A crankshaft is fashioned from glowing steel in two forging operations.

Many Parts Stamped

Metal parts in motor cars are of three different types: castings, forgings and stampings. Stampings are produced by a cold pressing process and in this department giant presses in one operation transform strips of heavy steel into a fender or other body part.

The machine shop, covering acres and acres of floor space, presents a bewildering array of many kinds and sizes of machines performing tasks with human-like ability and great precision.

Steel teeth of various shaped gears are trimmed out by automatic gear cutters and cylinders are bored automatically to a fine degree. Many parts must be accurate to within a half thousandth of an inch.

Studebaker crankshafts have all surfaces completely machined, a feature usually found only in highest priced cars. This extra process costs the company $600,000 a year.

All Parts Tested

The motor begins to take its familiar shape in the engine assembly department. The cylinder block is put on a conveyer and as it passes various workmen parts are added until the complete engine has been put together.

Every part is tested individually before it is put into the motor. The parts are then numbered to correspond to the number on the cylinder block.

Standards Are High

Then the motor is given the block test, to be broken in before being started under its own power and to enable inspectors to detect any possible flaws before it is put into a car. Following this, it is started under its own power and again tested.

In like manner, axles, transmissions and other units of the car are assembled and tested. An army of 400 inspectors is employed by Studebaker for the specific purpose of making certain that there is no deviation from rigid standards.

Along with the efficiency of Studebaker's modern body plants, there is an air of romance, for in that department are many men whose lives have been devoted to that oldest of American crafts—coach building. Many of the men learned their trade before the automotive era and sons have followed fathers in the trade. They have a pride in their labor that is stronger than any industrial tie.

The body is built "like a battleship." The skeleton is built up and fused into a solid piece by an electric arc. Panels are fused into place and selected grades of wood are used to "back up" the steel, giving added strength and eliminating possibility of vibration.

The same infinite care that is taken in other processes of making Studebaker automobiles is exercised in making the upholstery and in putting the finish on the body.

Then the final stages of assembly arrive. The frame of a car is placed on a moving platform and the motor is lowered into place. Then steering gear and wheels are added and the body lowered into place, after which fenders, bumpers, lights and other parts are added. As the car reaches the end of the moving platform, a workman takes the wheel and drives the car to a final testing department.

Cars of each model made by the Studebaker Corporation are taken at random from the factory each day and are sent to the company's million-dollar proving ground, near South Bend, where they are given rigorous road tests under all kinds of conditions.

STORM FAILS TO HALT SOUTH SHORE TRAINS

(Continued from page 3)

The department used snow plows and trucks for hauling snow in South Bend, Michigan City and East Chicago.

A work train with snow plow was operated over the line to open up drifts. In addition to forces concentrated in the cities along the line, and other section gangs patroling the line, the South Shore Line had two men on duty day and night at each of ten high-speed spring switches and men on duty at five interlocking plants.

South Shore Line employees cleared streets over which trains operate and intersections in three cities along its line. Eleventh and Michigan streets, over which it operates in Michigan City, and Chicago avenue, over which it operates in East Chicago, were for a long time the only streets in those cities which were passable.

I'll not race with a train at a crossing—because such races are too often dead heats and result in fatalities entirely out of proportion to the benefits one gains by getting across first.

Wife, reading: "It says here they have found a long-legged sheep in the Himalaya mountains that can run 40 miles an hour."

Her Hubby: "Well, it would take a lamb like that to follow Mary nowadays."

How Service Was Maintained

Snow Plows Won Over This In Maintaining Service.

Manufacturers' Party

Members of the Michigan City Manufacturers' Club and their wives took the Garden City Limited into Chicago on the evening of December 6 for a theater party. An extra diner was added to the train for the use of the party. In returning, the party left Chicago at 12:01 a. m.

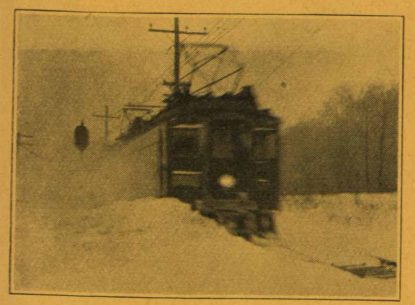
LINE FILES PETITION TO ISSUE NEW STOCK

The Chicago South Shore and South Bend Railroad recently filed petitions with the Public Service Commission of Indiana and the Illinois Commerce Commission, asking authority to issue and sell 3,000 shares of its Class A preferred stock of no par value paying annual dividends of $6.50 and 50,000 shares of its common stock of no par value.

The petition declares that the money raised by the sale of these securities will be used to reimburse in part the company's treasury for the retirement of equipment trust certificates and for capital expenditures for additions and improvements to the property totaling $1,312,907.01.

Authority is asked to sell these new securities at prices which will yield the company $770,000.

Defying Blizzard



Train Going Through Drift

SHAKESPEAREAN PLAYS GET POPULAR ACCLAIM

Five more weeks of intensely interesting drama featuring the entire gamut of human emotions are offered at the Chicago Civic theater, Wacker Drive at Washington street, where Fritz Leiber and a distinguished company are appearing in the plays of Shakespeare.

Attractions to be presented are: "Twelfth Night" during the week of December 30 to January 4; "Richard III," week of January 6; "As You Like It," January 13; "King Lear," January 20; and during the week of January 27, as follows: "Taming of the Shrew" on Monday night, "Hamlet" on Tuesday night, "Richard III" Wednesday matinee, "Julius Caesar" Wednesday night, "Merchant of Venice" Thursday night, "Macbeth" Friday night, "King Lear" Saturday matinee and "Hamlet" Saturday night.

Outing Bureau Offers New Service

A NEW service has recently been inaugurated by the Outing and Recreation Bureau, 72 West Adams street, Chicago, in offering a series of tours to acquaint the public with the unusual attractions of Metropolitan Chicago.

Wide experience and personal contact with sociologists, civic leaders, industrialists and prominent racial representatives insure interesting trips beyond the reach of most individuals. The bureau's free planning service is particularly valuable in program work of clubs, societies, fraternal and educational groups.

"Around the World in Chicago" brings to the public opportunity to get direct and comprehensive knowledge of strange customs, how other people live, and other sides to the complexity of life in the metropolitan area. Educational, historic, artistic, recreational, racial, industrial, shopping tours—all something different and highly entertaining—are arranged to provide for the utmost profit with amazing convenience.

Chinatown Interesting

A curious combination of Orient and Occident is to be seen in the Chinatown tour, which the Outing bureau has arranged for group parties. The casual visitor may see it merely as another foreign section of a great city, but to those who have been initiated into its real charm, Chinatown is an ever-alluring spectacle. In the midst of a group of modern buildings are the picturesque headquarters of the On Leong Tong.

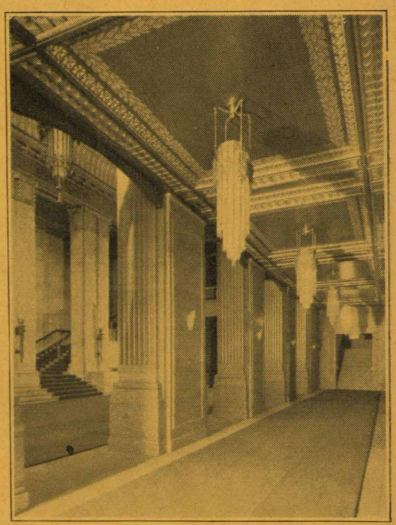
Among the spectacles are an exotic array of gorgeously colored walls depicting scenes of Chinese beauty, the magnificent Confucian shrine of exquisitely carved wood and covered with 18-karat gold, a costly Chinese lamp of gold and transparent white jade, a mammoth arch shaped from a single, solid piece of carved wood and overlaid with gold, a long table with top of solid walnut eight inches thick and with perfectly matched chairs with panelled backs of highly polished marble and inlaid with pearl, an immense dragon burner, said to be a thousand years old, the council chamber with its austere dignity comparable to that of the United States supreme court, where decisions are handed down to members of the tong as indisputable law, the Chinese Daily News, objects of eastern art, the Chinese opera and many other scenes.

Real Chinese Meal

The tour includes a short visit to the Art Institute where a trained guide-lecturer reviews the "place of Chinese art in the world" and an inspection of Chinese exhibits in the Field Museum of Natural History. To make the trip complete, there are definite arrangements for a real Chinese meal in an unique Chinese restaurant replete with chopsticks, Oriental music and atmosphere. In Chinatown a native lecturer talks on China. Then, too, there are the Chinese stores with their myriads of strange objects that can't be bought elsewhere in the city and commodities interesting commercially only to the Chinese population.

For particulars address or phone the Outing and Recreation Bureau, 72 West Adams street, Chicago—telephone Randolph 8200.

Opera House Interior



This picture shows the corridor adjoining the grand foyer leading to the main floor in the auditorium of the new Chicago Civic Opera House. On the left is the grand staircase leading to the box floor.

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South Shore Lines

for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 5 FEBRUARY, 1930 No. 4

Line Adds Many Improvements in 1929

THE Chicago South Shore and South Bend Railroad with the close of 1929 has finished another year of outstanding improvement in service to the public.

First among the railroad's accomplishments was the winning of the Charles A. Coffin Prize award and the Electric Traction Speed trophy, presented to the South Shore Line last fall at the Atlantic City convention of the American Electric Railway association. It was the first time in the history of either event that one railroad was given both.

Institution of a two-hour schedule for extra fast service between South Bend and Chicago was the introductory service improvement of 1929, taking place January 1. This schedule was designed to provide a convenience to patrons living in the territory and working in Chicago. It was the Fort Dearborn limited, the morning two-hour train to Chicago, that won the Speed cup as the fastest electric interurban train in the country.

New Cars Are Added

Later in the year, new parlor cars were put in service on all dining car trains, establishing regular deluxe accommodations, probably the first instance of its kind in the electric interurban field. The two new parlor cars contained down-filled revolving chairs, double-end observation facilities, and a pleasing interior color scheme. The two parlor cars previously in service were re-furnished with these modern swivel chairs.

Eighteen new steel passenger coaches, fifteen of them motor cars and three trailers,

(Continued on Page 6)

EAST CHICAGO STATION TO BE MOVED MARCH 1

The South Shore Line will move from its present East Chicago passenger station at 814 Chicago avenue to 819 Chicago avenue about March 1. The new location is on the south side of the street, almost opposite the old location.

The new quarters will be more spacious than the old and will add to the convenience of the traveling public.

The Shore Line Motor Coach Company will continue to share the passenger station with the South Shore Line.

FT. DEARBORN LIMITED RANKS AMONG FASTEST

The Ft. Dearborn Limited, the South Shore Line's crack two-hour morning train from South Bend to Chicago, ranks tenth in running time among the fastest trains in the United States.

A comparison of speeds of leading railroad trains shows that the Boardwalk Flyer of the Reading Railroad, averaging 58 miles an hour between Camden and Atlantic City, holds first place.

The Ft. Dearborn Limited, averaging 44.9 miles an hour, ranks ahead of some of the well known limited trains of the country, among them being the American and Liberty Limited of the Pennsylvania, Panama Limited of the Illinois Central and Capitol Limited of the Baltimore and Ohio.

Many of the leading trains are extra fare trains, the Ft. Dearborn Limited being one of the few not of that class.

The record of the Ft. Dearborn Limited is all the more impressive when one considers that it is operated a distance of five miles over streets in three cities.

The Ft. Dearborn Limited, carrying a diner and a parlor car, in addition to coaches, leaves South Bend at 7:00 a. m. daily and arrives at Randolph street terminal, downtown Chicago, at 9:00 a. m., stopping at Michigan City and Gary and five suburban stations in Chicago.

It goes from Michigan City to Gary, a distance of 25 miles, in 27 minutes, an indication of its speed where operation is not affected by congestion.

Plan Recreational-Educational Tours

TRIPS to any place in the Chicago metropolitan area, at any time and at a price that will fit any pocketbook, have been planned by the Outing and Recreation Bureau, 72 West Adams street, Chicago, through its Metro-land Tours department. Through these arrangements, parties can go from their homes to various places of interest and back home with remarkable convenience.

Among the many advantages of this service are that the tours are possible day or night, regardless of weather conditions, and can be arranged to cover a few hours or an entire day, fitting the needs of the party.

Not only do the facilities arranged by the Outing and Recreation Bureau offer greater convenience, comfort and saving of time than can be had in trips planned by individuals, but the completeness and scope is beyond the reach of most individuals.

The tours are of especial interest and value to women's clubs, civic groups, lodges, public schools, Sunday School groups, Y. M. C. A., Y. W. C. A., Boy Scouts, Girl Scouts, employe groups of industrial concerns, convention groups and many others. Total costs, per individual, including charges for going on the tour, guide services, meals, incidentals, depend on the size of the party.

Available at All Times

Through its numerous surveys, wide acquaintance with civic leaders, racial representatives, industrial contacts and studies made of all interesting points in Chicago and 100 miles around, the bureau has evolved a series of definite trips, available day or night, any day in the week. These have been laid out and each detail tested. They involve every conceivable subject, ranging from the artistic, cultural, historic, educational, civic, racial and unusual.

Each trip has been planned so as to be intensely interesting and worthwhile, readily adjustable to meet time requirements of any group. It will be personally conducted by individuals familiar with every detail. Trips can be switched to meet any weather conditions, insuring no broken dates or cancellations.

Trips are primarily designed to accommodate groups of from twenty upwards and have been worked out to fit the requirements of every type of party. From the vast amount of information and the contacts that have been made, trips can be arranged for any group merely on the suggestion of a subject, and success is assured through advance arrangements for guides, lectures, meals, transportation and other features.

Tours include noted churches, welfare centers, educational institutions, "floptown," Chinatown, Turkish, Greek and Mexican quarters, newspaper plants, opera and theaters, architectural art, stockyards, boulevards, electricity and gas generating stations, model farm, art museums, unusual restaurants, hospitals and clinics, manufacturing plants, sculpture and wood carving, aviation and airports, telephone exchanges, jails, gardens and conservatories, military institutions, juvenile detention homes, and other things and places of interest.

Members of parties are kept together on these tours and are thus assured a more pleasurable time.

For detailed information, write, phone or visit the Outing and Recreation Bureau, 72 West Adams street, Chicago, telephone Randolph 8200.

Inquiries also may be addressed to the Traffic Department of the South Shore Line. Offices are located at 301 N. Michigan street, South Bend, Ind., and at 79 West Monroe street, Chicago.

TWO NEW LOCOMOTIVES TO GO IN SERVICE SOON

Two new 80-ton electric freight locomotives will soon be put into service on the South Shore Line. The addition of these locomotives will increase the number in service to twelve, including two 50-ton switching locomotives.

The new locomotives are similar to eight of those now in service. The length over all is 39 feet, four inches, motor capacity is 1,280 horsepower, with a maximum tractive effort of 40,000 pounds and a speed of 45 miles an hour. They are being built by the Baldwin Locomotive Works and equipped by the General Electric Company.

Rapid increase in the South Shore Line's freight business in the last year, with fast and frequent schedules, has necessitated the addition of this equipment. Carload freight from almost all parts of the United States is being handled in increasing amounts by the South Shore Line between Chicago and on-line points.

Go the Faster Way

You'll make better time on the Electric!
Ride 70 miles ... an hour ...
SOUTH SHORE LINE
NORTH SHORE LINE
CHICAGO AURORA AND ELGIN RAILROAD

"You'll Make Better Time on the Electric" is the theme of the new South Shore Line message to the traveling public, shown on boards located in various parts of Chicago.

-:- APPRECIATIONS -:-

Gary, Indiana,
January 24, 1930

Mr. T. J. Hamilton,
Ass't. General Manager,
South Shore Line,
Gary, Indiana.
Dear Sir:

We want to express our appreciation for the courtesy and excellent service your company furnished our employees club last evening on their theater party in Chicago.

Your providing us with a private coach, both going in and coming out, the genial trainmen and the excellent time made accomplished an enjoyable evening for all of us.

Thanking you again for your wonderful service, we remain

Sincerely yours,
TRIBE OF "K"
A. D. Shanklin,
Store Manager.

PROMINENT MUSICIAN IS ENGAGED BY WENR

In keeping with its plan to become one of the foremost independent program production units in broadcasting, WENR, Chicago, has engaged Dr. Gustave William Ronfort, who has a distinguished musical record, to make original arrangements for the station's musical presentations.

Dr. Ronfort studied music under Richard Strauss, Saint Saens, Dr. Carl Much, and Felix Weingartner. He was conductor of the Kaim Symphony Orchestra in Munich and at one time held the appointment as conductor to the Imperial Russian Court. He was graduated from Heidelberg university and for twelve years was director of the opera at Frankfort-on-the-Main. He was also organist in St. Peters, Rome. In the United States, he conducted an opera company in the Hippodrome, Cleveland, Ohio, and the "Madame Butterfly" opera company on tour.

CITIES ALONG LINE GROWING RAPIDLY

Cities in the territory served by the South Shore Line show substantial growth in the decade between 1920 and 1930, according to a recent survey.

Gary, the fastest growing city in the state of Indiana, increased its population from 55,000 to 121,000, thereby climbing from fifth to third place in size in the state.

South Bend, which increased from 70,983 to 106,475, ranks fifth. Hammond and East Chicago are almost the same size, the former having a population of 64,807, compared with 36,004 in 1920, and the latter having a population of 64,741, compared with 35,967 in 1920. Michigan City grew from 19,457 to 30,158 in the ten years, and Mishawaka grew from 15,195 to 30,390.

KennedyRadio Ranks High In Industry

TO ITS roster of important industries, South Bend, Ind., has added a firm of well-known radio manufacturers, the Colin B. Kennedy Corporation. This company, which had its inception in San Francisco, Calif., in 1918, now represents a combination of the financial resources and manufacturing ability of Col. Geo. M. Studebaker, a member of that famous family of automobile pioneers, and his associates, plus the engineering skill and ingenuity of Colin B. Kennedy, a pioneer radio manufacturer and a nationally known figure in the industry since 1911.

The story of Mr. Kennedy's career from boyhood to success follows the lines of a popular fiction. It is all the more interesting because it is true, and like a character in fiction, he held unswervingly to his ideal, working for it, fighting for it, devoting every ounce of time, energy and determination to attain his goal.

Mr. Kennedy was born in Teeswater, Ontario, Canada, in 1885. As a boy he was much interested in wireless telegraphy and at the age of 14 he had learned to send and receive messages. For a number of years he worked as a telegraph operator, traveling from job to job, and finally attained such a degree of efficiency that he was appointed operator for the Associated Press at the House of Commons in Ottawa.

Conceives Idea of Set

After three years of service at the Associated Press key, he accepted a position with the Canadian government and spent considerable time working in its various radio stations. It was during his spare time while on this job, many miles from civilization and alone most of the time, that he conceived the idea of building a commercial receiving set for home use.

Following a number of interesting experiences in various phases of radio, Mr. Kennedy finally located in San Francisco, Calif. During the early years of the World war he helped to build radio broadcast equipment for the French government. In 1918 he formed the Colin B. Kennedy Corporation, which at first manufactured broadcast equipment. After a short time, Mr. Kennedy also built and sold receiving sets for home use, which were received with so much favor that the company's entire efforts were then devoted to the manufacture of radios.

As the business grew, Mr. Kennedy saw greater opportunities for his company if it could be more centrally located. He succeeded in securing a factory in St. Louis, Mo., where he remained until the time of his affiliations with members of the Studebaker family who offered the present factory at South Bend.

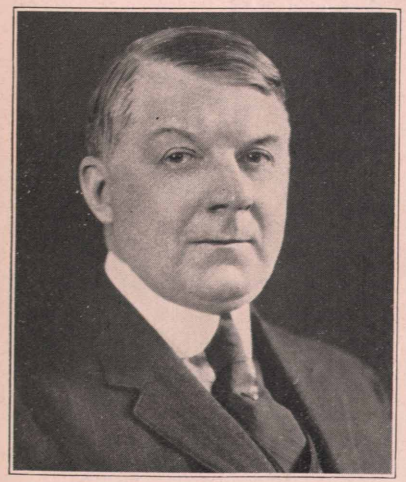
The Kennedy plant is a modern steel and concrete building, employing more than one thousand workers when in full operation.

View of the Assembly Line

First Set Produced in South Bend Plant

C. B. Kennedy Is Prominent

Mr. Kennedy holds an enviable position in the radio industry. He is prominent in several radio engineering societies, including the A. I. E. E., belongs to a number of radio manufacturing associations, and is recognized as a radio engineer of exceptional ability. Some of the circuits he designed and built ten years ago are still being used by the radio departments of large newspapers for receiving trans-ocean code messages. One such instrument is, at present, located in the New York Times radio department, where it has been used to keep in touch with the Byrd expedition in Little America.



Col. Geo. M. Studebaker

Makes Screen Grid Models

The company has built both neutrodyne and screen grid circuits, but is producing only screen grid models at the present time. Under the direct personal supervision of Mr. Kennedy, the Kennedy engineering corps, headed by Rufus H. Caldwell, has developed an eight-tube radio set of exceptional power and an unusually high degree of selectivity, with remarkable tone qualities. The entire chassis is shielded with copper, aluminum and copper plated steel to eliminate "man-made" static and reduce local noise interference to a minimum.

Sets Thoroughly Tested

To those who are unfamiliar with the practices of building radio sets, it may be interesting to know that as much time is spent in testing each chassis as is necessary to build a chassis complete, starting with the raw materials. After completion, each set is given a thorough broadcasting test, both in an upright position and upside down. The chassis is also rocked from side to side during the test to determine if any parts could possibly be loose and cause trouble. After a chassis has passed

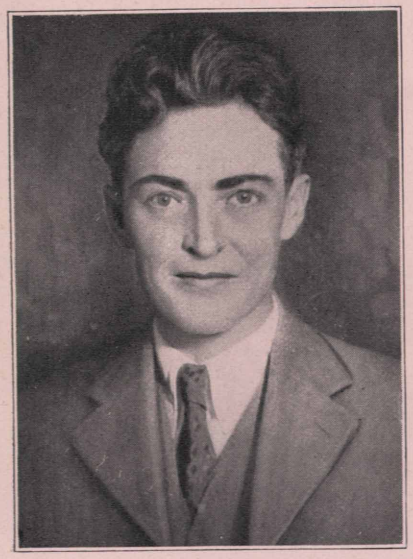
all tests 100 per cent, it is installed in the cabinet and given another test through the built-in electro-dynamic speaker enclosed in the cabinet. Every possible precaution is taken to see that each set is in perfect working order before it leaves the factory.

Sets Sold Over the World

The Kennedy Corporation employs five separate concerns to make up its cabinets, and each cabinet is rigidly inspected both at the point of manufacture and again at the Kennedy factory before the chassis is installed. The present Kennedy line includes a low-boy model cabinet and a high-boy model cabinet. Both employ fine quality walnut veneers, with overlays of birdseye maple and lacewood.

The Kennedy Corporation has achieved national distribution since moving to South Bend and is, at present, shipping radio receiving sets to all parts of the civilized world.

Another interesting feature which the Kennedy Corporation has developed for retail sales use, is the oscillograph records of a program broadcast at the studio and as it is reproduced by a Kennedy set, tuned in on the same program. The tests made by Professor Nash of the Armour Institute, by means of those oscillograph records, show that a Kennedy set faithfully reproduced what the broadcasting station put on the air, barring of course natural static and local interference, which is inevitable in any set. The company has published a booklet describing with illustrations the method used to obtain these scientific records of "curves" or "waves," so the set owners may see how the tests were made.



Colin B. Kennedy

"We expect 1930 to be a banner year for our product," said Mr. Kennedy in referring to the outlook for this year. "We believe it will be necessary for radio manufacturers to devote considerable time to the development of better merchandising programs and highly specialized sales effort if they are to obtain a volume of sales sufficient to be profitable in this day of concentrated competitive practice. The Kennedy Corporation has taken definite steps along this line. One of the important features of our new program is the forming of a Retail Sales Institute for the retail radio salesman. This course is prepared by merchandising experts of national reputation and our major sales executives."

MANY IMPROVEMENTS ARE MADE DURING 1929

(Continued from Page 1)

were introduced on the line during 1929. Each of the cars alone cost four times as much as a comfortable home. They contained individual easy seats, Pullman smokers, full vestibules and other modern improvements for which South Shore Line equipment bought since the change of management in 1925 has been noted. Other features of the improvement program during the past year were:

Expansion of existing freight interchange facilities with four steam railroads, enlargement of switching yards, building and extension of various freight and passenger sidings. The South Shore Line began the year with the completion of interchange connections with four steam railroads, bringing the total to thirteen.

Laying or relaying of approximately eight and one-half miles of track with heavier rails, new ties and ballast.

Purchase of an eleven and one-half acre site for a new freight terminal at South Bend, Ind., to eliminate the moving of freight over city streets.

Inauguration of rail-air connections with three aviation companies serving the east, southeast, southwest, and west.

Perfection of a Daylight Saving Time schedule for the convenience of patrons during the summer.

Installation of additional trains between Chicago and Gary.

Introduction of such unusual features as double-diner service for extra heavy trains during the summer peaks, club meals as well as ala carte, and occasional sleeping cars for special moves.

Addition of new quarters for the accounting department to the general office building at Michigan City.

MICHIGAN CITY LEADS STATE IN '29 BUILDING

Michigan City ranked first among all Indiana cities in building for the year 1929 with an increase of 828 per cent in permits issued over 1928, according to a survey made by S. W. Strauss & Co. East Chicago showed a gain of 53 per cent.

In the December, 1929, totals, Michigan City again led the entire state, both in volume and percentage of gain, with a total of $2,009,250, an increase of 9,807 per cent over December, 1929. Hammond ranked second and East Chicago fourth.

NEW OUTING TIPS ISSUED BY BUREAU

Many hints for enjoyable hours of recreation are contained in the new "Outing Tips" recently issued by the Outing and Recreation Bureau. Send for a copy of this booklet or get one from a South Shore Line ticket agent or at the bureau offices, 72 West Adams street, Chicago.

Family and group outings are just as enjoyable in cold weather as in summer. The bureau lists ideal places for hiking, tobogganing, skiing, skating and sleding, where both children and older folk can spend many pleasant hours.

No matter what your outing and recreation desires, consult the Outing and Recreation Bureau. A trained staff is ready at all times to answer inquiries. No charge whatever is made for the service.

SPECIAL HOT LUNCHES SERVED IN SOUTH BEND

Special hot lunches are now being served at the Concessions counter in the South Shore Line's South Bend passenger station. The new service has been found popular in the few weeks it has been offered the public.

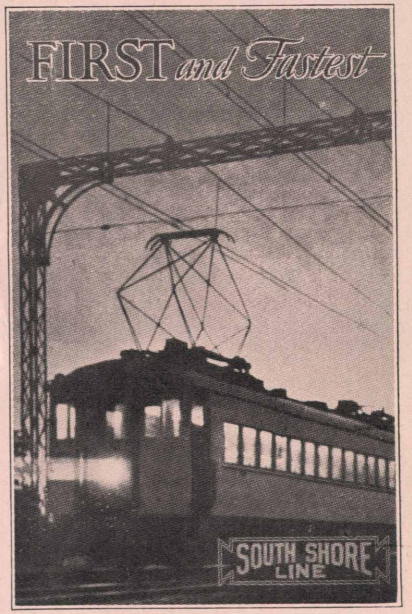
The special lunches also are served at the Michigan City concessions. In addition to the special lunches, a variety of other warm dishes are offered on the menu in South Bend, Michigan City and Gary.

OGDEN DUNES SKI MEET DRAWS THRONG JAN. 12

More than seven thousand persons attended the annual ski tournament at Ogden Dunes Sunday, January 12.

A large part of the crowd was transported by the South Shore Line to the meet and home again, enjoying marked advantages in comfort and convenience over those who used the highways.

First and Fastest



This booklet, recording the winning of the Charles A. Coffin Award and the Electric Traction Speed Trophy by the Chicago South Shore and South Bend Railroad, has just been issued. In it are summarized the rehabilitation and achievements of the Line since 1925, which made possible the records on which the two highest honors of the electric railway field were won. Ask the ticket agent for one.

1930 PROGRAM SHOWS NEED OF RAIL SERVICE

Firm faith in the future is shown by the intention of the electric railways to spend almost $375,000,000 during the next twelve months for extensions, betterments and maintenance, says the Electric Railway Journal. Building slowly but surely on a firm foundation, the industry has steadily improved its position in recent years until today it looks forward with renewed confidence.

Expenditures made during 1929 for new plant and equipment, maintenance materials and supplies, and construction and maintenance labor, totaled more than $355,000,000.

Estimates for expenditures during 1930 reflect clearly a recognition of the continuing need for rail service.

WENR RANKS FIRST IN RADIO POPULARITY

According to the January issue of Radio Digest, WENR, Chicago, has first place in the Gold Cup radio station popularity contest conducted by the magazine.

Under the heading "WENR leads the nation," the following story is printed: "After a bitter battle that swayed first one way and then another, station WENR has definitely taken the lead up to this time in the race for the most popular station award. Not only is WENR leading in the midwest, but has a small margin over WJZ of New York for national honors.

The magazine is asking its readers to vote on the relative popularity of the radio stations in the United States and the contest ends in March.

Moving to New Home

The work of moving from its present quarters in the Strauss building to its new home on the forty-first, forty-second and forty-third floors of the 20 Wacker Drive building, has been started by WENR, Chicago.

Although the new studios and offices of the Chicago station are not nearly ready for occupancy and the actual transfer will not take place for six to eight weeks, the primary steps are under way. The first piece of equipment to go is the big pipe organ. It is anticipated that it will take four to six weeks to move and install it in the new main studio. In the meantime, Irma Glen, staff organist of the station will broadcast by remote control on a loop music school organ.

Better Reception Assured

New apparatus, which will give 100 per cent modulation, is being installed by WENR. It will mean clearer broadcasts for radio listeners throughout the entire North American continent, declares E. H. Gager, chief engineer of the station. The new apparatus includes two of the new 100 kilowatt tubes, a new amplifier, and a new rectifier.

When the transmitter was built a little over a year ago, it was considered the last word in radio engineering. So fast has the new science developed, however, that the additional expenditure was necessary in order to bring it up to date.

Banjoist Joins Staff

One of the first entertainers to sing vocal choruses with an orchestra for broadcasting has recently become a member of the staff of WENR.

He is Clarke Myers, banjoist. He is heard each night with the WENR studio orchestra under the direction of Frank Westphal. In addition to playing the banjo, Myers performs on the saxaphone and cello.

Season's Poster

WINTER SPORTS
by SOUTH SHORE LINE
Fast limited trains operated from Chicago to South Bend, Ind. leaving Illinois Central Randolph St. Station and Stopping at Van Buren, Roosevelt Road, 53rd St. 63rd St. and Kensington

Winter sports in Duneland is the theme of the current South Shore Line poster, painted by Walter Graham.

The Dunes in winter offer recreational opportunities as attractive and as enjoyable as in spring and summer. Hundred of hills and slopes are ideal for skiing, snowshoeing and tobogganing.

Fast, warm, comfortable and convenient South Shore Line trains take you direct to the gateway of Indiana Dunes State park.

Put on your outing togs, pack a lunch or get one at Tremont, and enjoy a day in this wonderland.

SOUTH BEND HAS GAIN IN POSTAL RECEIPTS

South Bend postal receipts in 1929 increased $2,515.43 over receipts in the previous year, according to a recent announcement by Postmaster John N. Hunter.

Postal receipts are considered by economic experts as an index of business conditions in a community. The post office report indicates prosperous conditions in South Bend.

Total sales of stamps during the year amounted to $793,814.51, a gain of $43,736.19 over sales of 1928.

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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 5 MARCH, 1930 No. 5

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ew Locomotives Put In Service

Two new 80-ton electric freight locomotives were put in service during the past month by the South Shore Line. The addition of these locomotives increases the number in service to 12, including two 50-ton locomotives for switching service.

The new locomotives are similar to eight previously purchased. The length over all of each is 39 feet, four inches, motor capacity is 1,280 horsepower, with a maximum tractive effort of 40,000 pounds and a speed of 45 miles an hour. They were built by the General Electric Company.

Rapid increase in the South Shore Line's freight business has necessitated the addition of this equipment.

DINING CAR SERVICE IS WELL PATRONIZED

The popularity of South Shore Line dining car service continues to increase, as shown by the growing patronage from month to month.

Special luncheons at noon and dinners at night are features of this service. A la carte service is offered for those who prefer it.

Trains carrying both dining cars and parlor cars leave Randolph St. Terminal, Chicago, at 8:00 a. m., 12 noon and 5:15 p. m. and leave the South Bend Terminal, Michigan and LaSalle, at 7:00 a. m., 12 noon and 5:00 p. m.

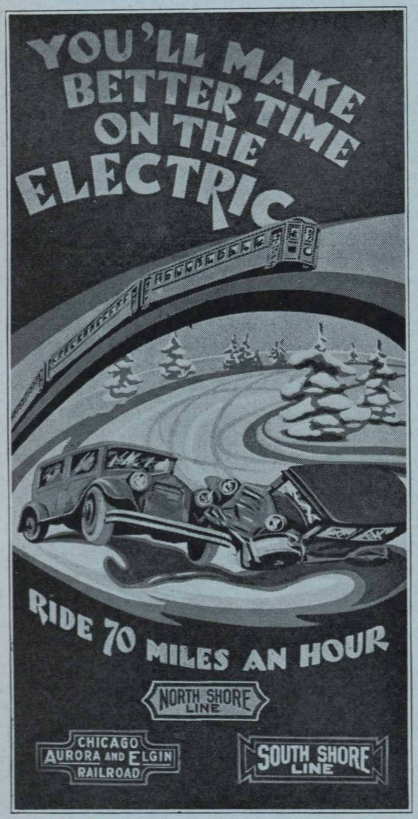
COMFORTABLE HEAT MAINTAINED IN CARS

South Shore Line patrons are assured a pleasant trip in comfortably heated coaches in winter weather.

Enough hard coal to heat a hundred homes is used by the Line to keep its passenger coaches warm.

During the month of January, 1930, the Line used slightly more than 120 tons of hard coal for this purpose and in December, 1929, used approximately the same amount. It is expected that the total fuel consumption this winter will reach 425 tons.

Go the Carefree Way


YOU'LL MAKE BETTER TIME ON THE ELECTRIC
RIDE 70 MILES AN HOUR
NORTH SHORE LINE
CHICAGO AURORA AND ELGIN RAILROAD
SOUTH SHORE LINE

You don't have to be afraid of skidding on slippery pavements when you go the carefree way on fast electric trains. The superior travel by high-speed, comfortable and convenient electric lines is featured by the poster which appeared in Chicago during the past month in the joint advertising campaign of the South Shore Line, North Shore Line and Chicago Aurora and Elgin Railroad.

NEW CARLISLE MADE DAY AGENCY OFFICE

The New Carlisle station is now a day agency office. A South Shore Line ticket agent is on duty from 6:00 a. m. until 6:00 p. m.

The result of racing an automobile against a train for the right of way at a grade crossing is that the undertaker brings home the bacon.

AUTO DEATHS IN 1929 REACH NEW RECORD

"Speaking of fine records," an article in Public Safety tells us, "only one passenger out of every 280,000,000 carried was fatally injured on the electric railroads of the country during 1929." The percentage of accident and injury was very low and in marked contrast to the record of motor vehicles.

Motor vehicles were responsible for the accidental death of at least 31,500 persons in the United States in 1929, according to data published by the National Safety Council, based on records carefully analyzed.

This total represents an increase of approximately 3,500 deaths over 1928. "The indicated increase—between 12.5 and 13 per cent—is larger than has occurred in any recent year," the council states, "and is in sharp contrast to the 1929 increase of only eight per cent in registrations of motor vehicles."

Motor vehicle deaths have increased approximately threefold in the short space of 10 years, the Council further points out.

EAST CHICAGO STATION MOVED ACROSS STREET

The new South Shore Line passenger station in East Chicago, located at 819 Chicago avenue, was opened March 1. The new station is on the south side of the street, almost opposite the old location.

The Line's new station is more spacious than the old one and adds much to the convenience of the traveling public. In addition to the ticket office and benches inside, there is a newspaper and cigar stand.

Values for Riders Sought

Electric railways must do their share of the thinking and planning that will bring about the development of rapid transit facilities, grade crossings, arterial highways, and subway and elevated construction. In every direction our thought is going deeper and straighter on these and similar questions. This is as it should be. It is our task today to provide transportation. We are private agencies acting in the interest of the fare payer, and committed to the proposition that he shall get value received.—James P. Barnes, former president of the American Electric Railway association.

Bankers Go To Chicago

The American Institute of Banking, South Bend chapter, took the South Shore Line to Chicago and return on Wednesday, February 12. The party visited the Chicago Daily News Building and the Chicago Civic Opera House, and attended the theater after dinner. Arrangements were made by a representative of the South Shore Line Traffic Department.

TRAINS ARE OPERATED OVER NEW MAIN LINE

The South Shore Line last month began operating trains over its new main line tracks between Burnham, Ill., and the Indiana-Illinois state line.

Construction of the new main line was necessitated by the enlargement of the South Shore Line's freight yard at Burnham to accommodate the growing carload freight business. The new tracks lie to the north of the yard. Hundred-pound rail and rock ballast were used on this project.

With the completion of the new main line, the old main line tracks have been added to the freight yard, together with a new track. The capacity of the yard has been increased from 110 cars on two tracks to 247 cars on five tracks. The yard is used for the classification of empty freight cars and in the future will also be used as the receiving end of the interchange with the Chicago and Western Indiana Railroad.

"About a half mile from the crossing he put on a great burst of speed to get there ahead of the train."

"Did he get across?"

"Yes, they put it on his tombstone."

Money made the mare go, but credit runs a lot of motor cars.

A detour is the roughest distance between two points.

HUB OF U. S. INDUSTRY IS SOUTHEAST OF GARY

The center of industry in the United States has moved in 18 years from 1908 to 1926 about 75 miles to a point about 10 miles southeast of Gary.

In January, 1908, the center of American industry was on the northern boundary of Indiana, about 21 miles east of South Bend. By January 1918 it had moved 30 miles west and by 1926 had moved another 25 miles southeast, close to Gary.

Pretty Costly

Traffic congestion costs the United States $2,000,000,000 a year, according to Secretary of Commerce Lamont.

The situation, according to the secretary, is getting so bad that the loss caused by traffic jams "may be equal to our annual expenditures for the construction and maintenance of traffic facilities."

These words emphasize anew that one of our most serious problems is the traffic problem. The time is rapidly approaching when we must find some solution for it or find our social and economic life seriously crippled. No nation can keep its prosperity at a high level if it lacks a free and easy flow of transportation.—**Editorial, Michigan City Dispatch.**

Special Parties Go the Carefree Way

SOUTH Shore Line service proved very popular with special parties during January and February. Among the groups who went the carefree way were several parties of more than a hundred persons and one large party that enjoyed South Shore Line dining car service.

The Junior and Senior Hadassah, consisting of 150 persons, took the South Shore Line from Chicago to Gary on February 1 and returned the next day.

Party of 110 Visits Gary

On February 11, a party of 110 from the National Kindergarten Academy used the service between Chicago and Gary.

The WLS Showboat players went from Chicago to South Bend on February 2.

On February 12, the American Institute of Banking, South Bend chapter, took a party of 125 to Chicago and return.

Athletes Use Service

The Mishawaka High School basketball team took the South Shore Line from South Bend to Michigan City and return on February 14 and on February 15 the University of Illinois track team went from Kensington to South Bend.

A party of 35, from the Tribe of "K" went from Gary to Chicago and return on February 20.

Party Served In Diner

Forty members of the Prairie Club occupied a special car from Chicago to Gary and return on January 1. On January 3, 14 members of the Michigan City High School basketball team went to South Bend and return on the South Shore Line.

A party of 40 from the Sullivan Machinery Company occupied a special car from Chicago to Michigan City and return on January 7. This party was served in the diner on the trip to Michigan City.

Notre Dame Team Travels

The following day 15 members of the Notre Dame basketball team took the South Shore Line from Hammond to South Bend and on January 10 the Marquette University basketball team went from Chicago to South Bend, returning on January 12.

The Chicago Association of Commerce glee club used a special car from Chicago to Hammond and return on January 16 and on January 19 twenty members of the I. W. A. C. went from Chicago to Baileytown and return.

Large Groups Ride

A party of 200 from the Carbide and Carbon Company used the service on January 23 from Chicago to Miller and return, a party of 20 from the John Baumgarth Company went from Chicago to South Bend on January 26 and a party of 66 from the Northern Indiana Public Service Company went from Hammond to Michigan City and return on January 27.

The Dunes

(From "Hit or Miss")

I love the beach grass, with its fragile plume,
I love the dashing breakers and their spume,
The faint mark of the water, traced on sand,
The beauty of the light on lake and land,
From western sky.

I love the color of the windswept hills,
The gold that lies in them my whole heart thrills.
Dunes everchanging as the sunset's tint,
Where beauty, dainty, fragile, without stint,
Is growing high.

I love the light and shade on cloud and sea,
Entrancing is their charm and e'er shall be.
I thrill to storm-swept shore, to gulls, on high,
Like souls that wait . . . to paradise to fly,
In some far sky.

—Clara Edmunds-Hemingway.

FIELD MUSEUM GIVING INTERESTING LECTURES

A series of interesting lectures is being given Saturday afternoons at 3 o'clock during March at the Field Museum of Natural History. Each lecture is given by a recognized authority on the subject. Admission is free and the public is cordially invited to attend.

Lectures during this month are: "Australian Aborigines" on March 1, "Bali, Borneo and Sumatra" on March 8, "Himalayan Exploration" on March 15, "Tracking Down the Enemies of Man" on March 22 and "To New Guinea for Living Birds of Paradise" on March 29.

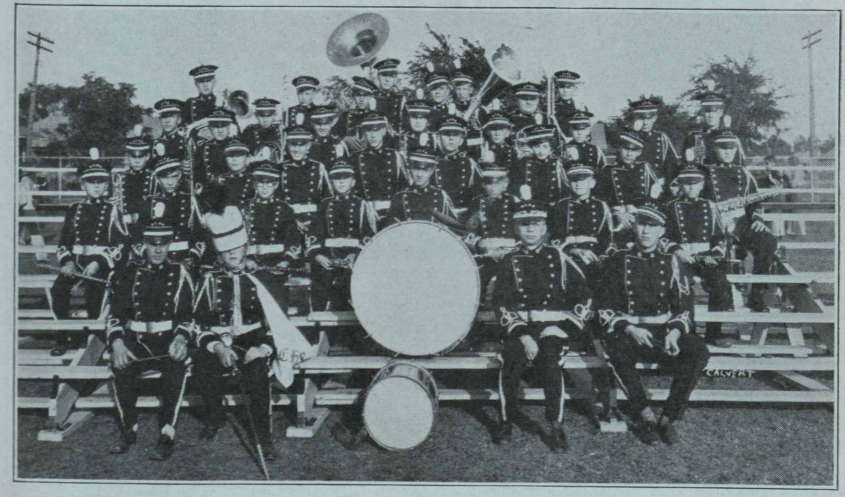
Take the South Shore Line to Roosevelt Road, only a short distance from the museum.

"How is the highway from here to Bunkville?"
"Finest I ever detoured around."

High School Orchestra Champions

Musicians of the Michigan City High School have made a name for themselves in both state and national circles. Above is shown the orchestra which won first place in Class B in the state high school orchestra contest and second place in the national contest last year. Members of the orchestra, with Director Palmer J. Myran, make frequent trips over the South Shore Line to Chicago to attend concerts.

Michigan City High School Band



The Michigan City High School band has established an enviable reputation in Northern Indiana. Musical interest in the school is pronounced. The band numbers 42 pieces this year.

G. A. T. X. Operates Most Leased Cars

THE General American Tank Car Corporation, located in the heart of the Calumet Industrial district, had its inception in 1901 when Max Epstein, its founder, started in a small way the repairing of refrigerator cars. The building of tank cars was started soon afterward and in 1904 the company instituted the G. A. T. X. tank car line with about one hundred tank cars. From this business has been developed the largest leased freight car operating company in the United States.

In 1910 the company purchased its present location in East Chicago and in the course of a few years built up a modern car building plant and began building all kinds of freight cars, both steel and wood.

Growth Is Phenomenal

The phenomenal growth of this company is reflected in the increase in the number of its employes. The entire force at the East Chicago plant, which numbered some two hundred in 1917, numbered 3,200 in 1923, when it reached its peak.

The total output on one particular day of the latter year was 71 steel cars and 96 wooden cars.

The East Chicago plant is one of the largest industries in the entire Calumet district.

Nine Repair Shops Operated

In addition to the plant at East Chicago, the company has nine fully equipped repair shops located in Sharon, Pa., Buffalo, N. Y., Lincoln, N. J., Madison, Ill., Fort Worth, Tex., Sand Springs, Okla., Los Angeles, Calif., Seattle, Wash. and Good Hope, La.

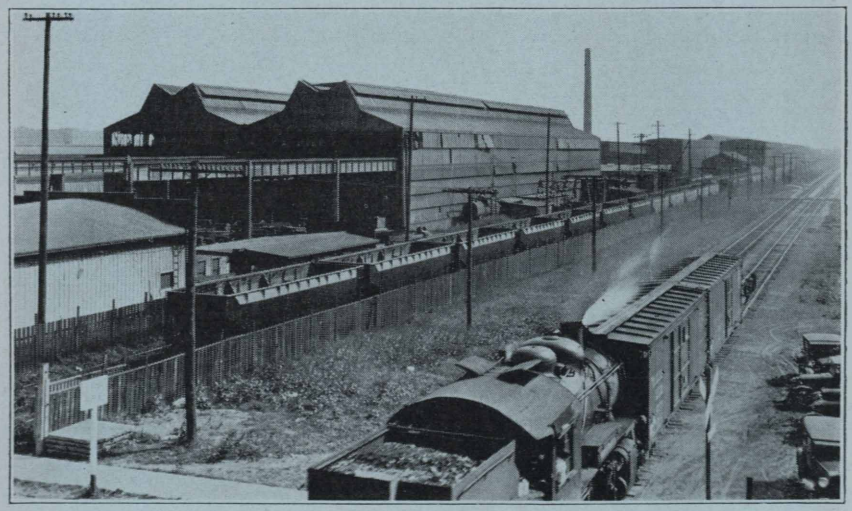
The company also operates at Good Hope, La., in the New Orleans district, the largest and most up-to-date storage and terminal company in the world for the transfer of oils and liquid from cars to boats and from boats to cars.

The G. A. T. X. now operates some 40,000 cars, including tank cars, refrigerator cars, milk cars and passenger express refrigerator cars. The extent of operations necessitates the maintenance of shops at strategic points in the United States.

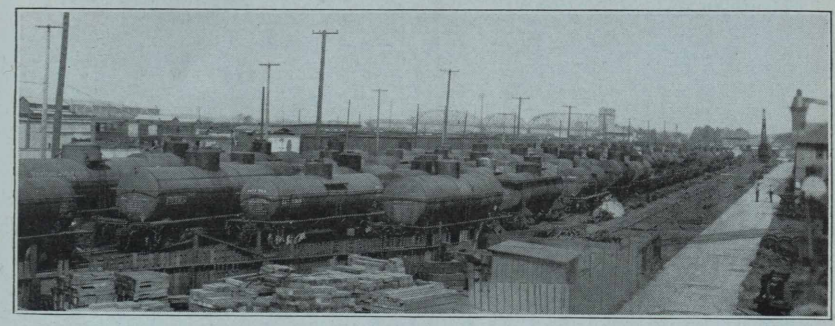
Foreign representatives of the company are located in principal countries of the world. Cars of various types have been built and shipped to France, China, South America, India, Africa and Mexico.

Helium Car Designed

In 1929 the company designed and built a car for the United States Navy, Bureau of Aeronautics, for the transfer of helium gas from the helium plants to Lakehurst, N. J. Leading milk companies throughout the United States and Canada have adopted the General American Tank Car Corporation's specially designed milk cars, containing two 3,000-gallon glass lined tanks. Milk is shipped hundreds of miles in these cars with practically no change in temperature.



Section of Steel Car Department



View of Tank Car Repair Department

WENR IS ALLOTTED MORE TIME ON AIR

As the result of official action February 15 by the Federal Radio commission, WENR, the 50,000-watt Chicago station, has been allotted half time on the 870 kilocycle cleared national broadcasting channel.

Prior to November 11, 1928, WENR was permitted full time on the 1040 kilocycle channel. Following the time cut, legal action was taken which has resulted in the restoration of 50 per cent of the time originally held by the station.

Company Is Radio Pioneer

The owners of WENR were the first to broadcast in the central west, an opera program having been put on the air by them over KYW on November 11, 1920. They continued to present programs over KYW until June, 1927, when WENR and WBCN, Chicago, were purchased and consolidated.

Following the restoration of half time to WENR, the station has issued a new program schedule.

New Schedule Given

The Sunshine Hour is broadcast daily at 10:15 a. m. and on Sundays at 8:00 a. m., followed by the Mike and Herman comedy sketch at 11:15 a. m. daily, which goes on the air again at 10:00 p. m. daily. Mrs. Peterson's cooking school is on from 11:30 to 11:45 a. m., when the station goes off the air.

A Musical Matinee is presented at 3:30 p. m. daily, continuing for two hours on Monday, Tuesday and Friday and for a half hour on Wednesday, Thursday and Saturday. The Smile Club is heard at 4:00 p. m. Wednesday and Saturday and the New Song Parade at 4:00 p. m. on Thursday. Tea Time Tunes are put on the air at 4:30 p. m. Wednesday, Thursday and Saturday. Every day, except Sunday, the Air Juniors program is heard at 5:30 p. m.

Concert Given at 6:00 p. m.

Every night during the week at 6:00 p. m. the Dinner Concert is heard. The Farm program is heard at 8:30 p. m. daily except Saturday and Sunday. A Monday night feature is the Smith Family, from 9:00 to 9:30 p. m.

Musical olio goes on the air at 9:30 p. m. Monday and at 10:15 p. m. Tuesday and Thursday. The Home Circle Concert is heard at 9:00 p. m. Tuesday, the Weener Minstrel Show at 9:00 p. m. Wednesday, Popular Concert at 9:00 p. m. Thursday and Variety Musical at 9:00 p. m. Friday.

Air Vaudeville Presented

The Air Vaudeville is heard at 10:15 p. m. Monday, Wednesday and Friday, at 11:00 p. m. Tuesday and Thursday and at 12:00 midnight Saturday. At 10:30 p. m. Tuesday is heard Memory Time Melodies and at 10:30 p. m. Thursday a Musical Travelogue of the United States.

Sunday programs start with the Sunshine Hour at 8:00 a. m. At 11:00 a. m. is broadcast the Central Church Service. Sunday afternoon programs consist of a Musical Matinee at 3:30 p. m., Tree Program (NBC) at 4:00 p. m. and Twilight Musical at 5:00 p. m.

Variety Is Offered

The Downers Grove Sunday Evening Club program is heard at 8:00 p. m., the Sunday Symphony Concert at 9:00 p. m., a Popular Concert at 10:30 p. m., Mike and Herman at 11:00 p. m. and Air Vaudeville at 11:15 p. m., continuing for two hours.

Faster by Rail

YOU'LL MAKE BETTER TIME ON THE ELECTRIC
RIDE 70 MILES AN HOUR!
CHICAGO AURORA AND ELGIN RAILROAD
NORTH SHORE LINE
SOUTH SHORE LINE

You'll make better time on the electric, which doesn't have to stop every few hundred feet for traffic lights. Warm, comfortable, convenient all-steel trains, operating on fast and frequent schedules, take you quickly to your destination. A trained motorman pilots the train, relieving you of all driving strain and affording you relaxation and a pleasant ride. The above poster is being featured now on boards in Chicago in the joint-advertising campaign of the three high-speed electric railroads operating in this area—the South Shore Line, Chicago Aurora and Elgin Railroad and North Shore Line.

Hermit of the Dunes

Old-fashioned, perhaps? Well, maybe.
I've lived too long in the sun,
Watchin' the clouds an' the waters,
An' the sands loomin' purple an' dun,
An' harked to the wild birds at night-time,
An' the soft, whisp'rin' wind through the day.
Yes, I reckon the duneland has got me,
An' here in the duneland I'll stay.
I ain't hankerin' after no movies,
An' them radios jist drives me wild,
Sich a screechin' an' janglin' an' squawkin';
No wonder folk's tempers' gits spiled.
An' airplanes an' flivvers? Well, lissen,
(I reckon some folks thinks me queer.)
But the world'd be better without 'em—
And Lord knows, there's lots o' 'em here.
Yes, I reckon I'm queer an' old-fashioned,
But, more I think, seems to me,
There's none o' them civilized gimcracks
That equals the right to be free.
Some folks is a slave to their comforts,
Their tellyphones, radios, an' sich,
An' racin' hell-bent 'long the highways,
But me, well, I'm glad I ain't rich!
I don't wake to no tootin' o' whistles,
An' I ain't breathin' stale gasoline,
The wind that comes down through the blow-out
Is scented an' warm, an' it's clean,
An' the clouds that come sailin' by, daytime,
Ain't smudged with industrious smoke,
An' the stars ain't all spiled by the arc-lights.
Yes, sir, I'm plumb thankful I'm broke.
An' at night—that's the best, after sunset,
The shadows come purple an' gray,
An' the dunes gits all softlike an' hazy,
An' the shadowy trees—why say,
There's nothin' on earth thet c'n tech it,
Them trees all somber an' dim,
Far's you c'n see 'cross the sandhills,
Like sentinels, solemn an' grim.
An' the stars, ev'ry night we go watch 'em,
Settin' there on thet bench by the door,
Me 'n' ol' Stubby. Say, Stubby,
Quit poundin' yer tail on the floor!
Stars is queer, sorter make you feel—humble;
These stars here so low-hung an' bright,
Well, I dunno jist how t' express it,
But you sorter feel God in the night.

—Phooey.
—In Gary Post-Tribune.

Little Lucy and her father were watching mother have her hair marcelled. Lucy reached up and touched her father's bald pate, and said, "No waves for you, daddy; you're all beach."

An optician says that only about 10 per cent of the people have perfect vision. The other 90 per cent constitute the cock-eyed world.—Arkansas Gazette.

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South Shore Lines

For Patrons of the Chicago South Shore and South Bend Railroad

VOL. 5 APRIL, 1930 No. 6

Largest Rail Relaying Program Begun

THE most extensive rail relaying program ever planned by the South Shore Line is now under way. Three major projects, embracing more than one-fourth of the trackage of the railroad, are included in this program.

The largest of these jobs is the relaying of single track between Michigan City and South Bend. Hundred-pound rail and 100-pound special work will be put down in place of 70-pound rail. Ties will be creosote treated and all track will be tie-plated. Work was started April 1 and is expected to be completed about April 30.

Hammond Work Half Done

Four and a half miles of track, from Wilhelm to Hillside, east of Michigan City, was relaid with 100-pound rail in 1929.

Relaying of rail in Hammond, started March 17, is now about half done. Seven-tenths of a mile of double track, from Sheffield Ave., to Ash St., is being relaid with 100-pound rail, together with all new 100-pound special work. Creasoted ties and tie-plates are being used. Work on this job is expected to be completed about April 30.

New Rail In South Bend

Hundred-pound rail also is being laid in South Bend, on LaSalle Ave., from Lincolnway to Laporte Ave. Hundred-pound continuous joints are being used on this job. The rail is being laid on concrete base, with Alastite track insullation. Pavement between the rails is brick. Altogether 2,162 feet of track will be relaid here. This project also was started April 1 and is expected to be completed in six weeks.

A special left-hand branch-off of 100-pound rail to provide a 320-foot radius in place of a 200-foot radius was installed during the last month at the South Bend terminal. This installation was made to facilitate handling of dining cars and parlor cars at the terminal.

More Improvements Added.

When the South Shore Line was taken over by the present management in 1925, an extensive rehabilitation program was carried on over the entire line. Since then the road has adhered to a policy of adding improvements in step with growth of the ocmpany's business.

Faster By Rail

You'll enjoy the ride and make much better time on a comfortable, fast, all-steel South Shore Line train during the wet spring weather when driving a car on the highways is hazardous and nerve-wracking. The above poster is appearing this month on boards in Chicago.

Blossom Festival to be Held May 5 to 11

THE eighth annual Blossom Festival will be held at Benton Harbor and St. Joseph, Michigan, during the week of May 5 to 11. More than 200,000 persons are expected to attend this celebration of the greatest fruit producing area of Michigan.

Convenient transportation service to the festival is provided by South Shore Line trains to Michigan City, where passengers to Benton Harbor and St. Joseph are transferred to waiting Shore Line motor coaches.

Record Festival Expected

This year's Blossom Festival is expected to surpass those held in previous years and anything of its kind in the middle west. Some 20 cities of western Michigan will participate in the celebration of the blossom season.

The grand elimination contest for choosing a queen to rule over the Blossom Festival will take place April 17 at Benton Harbor.

Program Outlined

The tentative program for the week's festivities has been outlined as follows:

Monday Night: Queen's ball at Shadowland.
Tuesday: Water regatta on St. Joseph River.
Wednesday and Thursday: Outdoor circus at Benton Harbor and pageant telling the story of spring, blossoms and the fruit harvest.
Friday: Berrien county music festival.
Saturday: Blossom parade in afternoon and carnival at night.
Sunday: Blossom Sunday, with services in all churches.

Event Grows Yearly

The first Blossom Festival was planned by a group of twin city business men who conceived the idea of celebrating the budding of the orchards from which come each year a mammoth harvest of peaches, pears, cherries, apples and plums. From a small, local affair, the festival has grown until now it embraces most of southwestern Michigan, with many cities participating.

Blossom Time in Michigan Orchards

Nature looks her best during Blossom Time in the spring of the year. Visit beautiful western Michigan during the annual Blossom Festival. Take the South Shore Line and Shore Line motor coach direct to blossom land.

After More Laurels

The Notre Dame University track team occupied a special South Shore Line coach from South Bend to 63rd St., Chicago, on March 14, enroute to Champaign, Ill., for the thirteenth annual University of Illinois relay carnival.

LINE'S SERVICE PROVES BEST DURING BLIZZARD

The superiority of South Shore Line service was again demonstrated during the spring blizzard on March 25 and 26 which swept the middle west and paralyzed motor traffic for several days.

Despite heavy snow drifts and high winds, South Shore Line trains operated close to schedule and provided the traveling public in the territory the best transportation.

Storm Sets Record

The storm, declared to be the most severe in the Chicago area in many years, centered in the territory served by the South Shore Line. Snow fell continuously for nearly 48 hours and established a new record of 19.1 inches in Chicago and from 16 to 19 inches in northern Indiana.

Tracks Kept Cleared

The Maintenance of Way, Electrical and Signal departments called out all employes as soon as the blizzard began raging. Most of the forces remained on duty until the storm ceased and service was restored to normal conditions. In addition, large numbers of extra men were employed all along the line to keep the right-of-way cleared off.

South Shore Line rail and motor snow plows were in constant service, cutting paths through the huge drifts.

Motorists Stranded

Highways were impassable in most places and hundreds of automobiles, trucks and buses were stranded, and scores of motorists abandoned their cars. South Shore Line trains picked up many bus passengers and motorists along the highways paralleling the steel highway, and brought them into South Bend, Michigan City, Gary and Chicago.

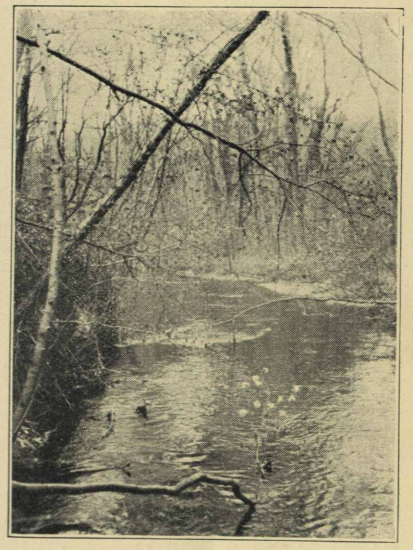
South Shore Line passengers rode in warm and comfortable coaches and suffered no inconveniences aside from a few unavoidable delays occasioned by the storm.

The snowfall was greater than that of the blizzard of last December and the memorable blizzard of 1918, and drifted in many places to depths of six and seven feet.

TRAFFIC DEPARTMENT OCCUPIES NEW OFFICE

The Traffic Department of the South Shore Line has moved from its old quarters at 79 West Monroe St., into its new offices at 72 West Adams St., Chicago. The new quarters are in Room 1539. The new telephone number is STAte 0517.

April in Duneland



Indiana's famed Duneland offers attractions in every season not to be found elsewhere. See this wonderland in the spring of the year. Take a comfortable, high-speed South Shore Line electric train direct to Tremont, Gateway to the Dunes. Trains leave Randolph St., Chicago, every hour on the hour, stopping at Van Buren St., Roosevelt Rd., 53rd St. (Hyde Park), 63rd St. (Woodlawn) and Kensington Illinois Central suburban stations.

LIGHT OPERA SEASON TO OPEN ON APRIL 21

A season of light opera in the Civic Theater, Wacker Drive at Washington St., will open on Easter Monday, April 21, and will continue for nine weeks. "The Bohemian Girl," a light opera in three acts by M. W. Balfe, will open the season.

Works under consideration include the "Chimes of Normandy," "The Daughter of Mme. Angot," two Gilbert and Sullivan light operas, "The Gondoliers," "Yeomen of the Guard," and "Veronique." All works will be given in English.

St. Leger To Conduct

Frank St. Leger of the conducting staff of the Civic Opera company has been engaged to conduct and Charles Jones, for many years stage director for the productions of Henry W. Savage, is the stage director.

MOVIES FOR CHILDREN GIVEN FREE SATURDAYS

Free motion pictures for children are given every Saturday morning during April at 10 and 11 o'clock at the James Simpson Theater of the Field Museum. The pictures are given under the provisions of the James Nelson and Anna Louise Raymond Fund for Children's Lectures and Entertainment.

Pictures This Month

April 5—Persimmons in China
Magic Yellowstone
Knights of the Air
The Ant
Our Spring Birds

April 12—King of the Rails
Wireless
The Butterfly
Our Spring Wild Flowers

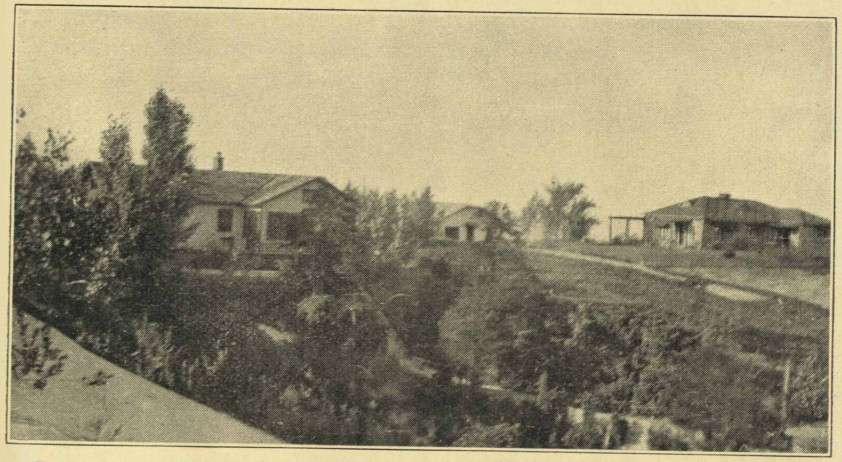
April 19—Getting Canada's Goat
Edison, the Wizard
Lions and other African Animals

April 26—Daniel Boone (Courtesy of Chauncey Keep)
The Grand Canyon
A Baby Bear

New Station

Public approval of the new South Shore Line passenger station at East Chicago has been well demonstrated since the opening. The new ticket office and waiting room is at 819 Chicago Ave.

Cottages Invite Summer Visitors



Everyone is beginning to lay plans for the summer trek to vacation lands. Make arrangements to enjoy yourself along the southern shore of Lake Michigan in the regions served by the convenient and comfortable South Shore Line trains, operating on frequent schedules. Cozy and modern cottages are located in the best of resort and recreation spots. Low-rate commutation ticket books make the pleasant and quick trip to Chicago inexpensive.

R. M. FEUSTEL IS HEAD OF C. S. S. & S. B. R. R.

Robert M. Feustel was elected President of the Chicago South Shore and South Bend Railroad, and Samuel Insull Jr., was elected chairman of the executive committee, at a meeting of the board of directors of the company held on February 28.

The complete list of officers elected follows:

Samuel Insull, Chairman of the Company.
Samuel Insull, Jr., Chairman of the Executive Committee.
Robert M. Feustel, President.
William A. Sauer, Vice-president.
Charles W. Chase, Vice-President.
Morse DellPlain, Vice-President.
Ralph H. James, Vice-President.
G. Corson Ellis, Assistant Vice-President and Assistant Treasurer.
George F. Mitchell, Treasurer.
Bernard P. Shearon, Secretary and Assistant Treasurer.
Charles H. Jones, General Manager.
Edwin J. Booth, Comptroller.
Edward H. Utley, Jr., General Auditor and Assistant Treasurer.
William S. Gorman, Assistant Treasurer and Assistant Secretary.
Bertha R. Nightingale, Assistant Secretary.
Willard M. Bernethy, Assistant Secretary.
Thomas G. Hamilton, Assistant General Manager.

Dine Enroute

Special South Shore Dinner

$1.50 a person

Shrimp Cocktail Cream of Tomato
Green Olives
Choice
Baked Lake Trout, Spanish Sauce
Fried N. Y. Count Oysters, Tartar Sauce
Individual Boneless Chicken Pie
Grilled South Shore Sirloin Steak
Baked or French Fried Potatoes
June Peas or New Cabbage, Creamed
Head Lettuce Salad
Thousand Island Dressing
Choice
Rice Custard Pudding with Cream
Fresh Rhubarb Pie
Imported Roquefort Cheese
Toasted Crackers
Hot Bran Muffins
Coffee Tea Milk

Mining-Oil Machines Made by Sullivan

AMONG the many industrial plants in Northern Indiana, one of the most distinctive and important in the employment of very skilled labor is that of the Sullivan Machinery Company at Michigan City.

This company had an extensive plant on West Lake Street, Chicago, purchased in 1901 from the M. C. Bullock Manufacturing Company and made the western branch of the Sullivan Machinery Company. This plant was outgrown before long and the company decided to move out of Chicago.

Michigan City Found Best

Some two years were spent in examining possible sites in the Chicago area, from Waukegan to the Fox River and to Michigan City, going even as far south as Danville, Ill. It was finally decided to settle in Michigan City, because of the facilities in available land, railroad accommodations and suitable places for homes and living environments for employes.

A tract of 120 acres was purchased, part in the southeast corner of Michigan City and part in Laporte county adjoining the city. Construction was started in July, 1922, moving from Chicago was done in July, 1923, and plant operations were started August 11, 1923.

Many Machines Made

Sullivan products manufactured in Michigan City include large size air and gas compressors up to 6,000 cubic feet capacity, popularly known as the angle compound type, driven by electric motors, diesel and steam engines. Other products are diamond prospecting core drills for coal, hard minerals and petroleum explorations and for engineers' test borings; electric underground coal loading machines, portable electric hoists for scraper loading, car pulling and other mining and industrial purposes; drill steel sharpening machines for mining and construction purposes, bit manufacturing machinery for coal mines, and pneumatic or air lift pumping apparatus for deep well water supply.

Products Used Over the World

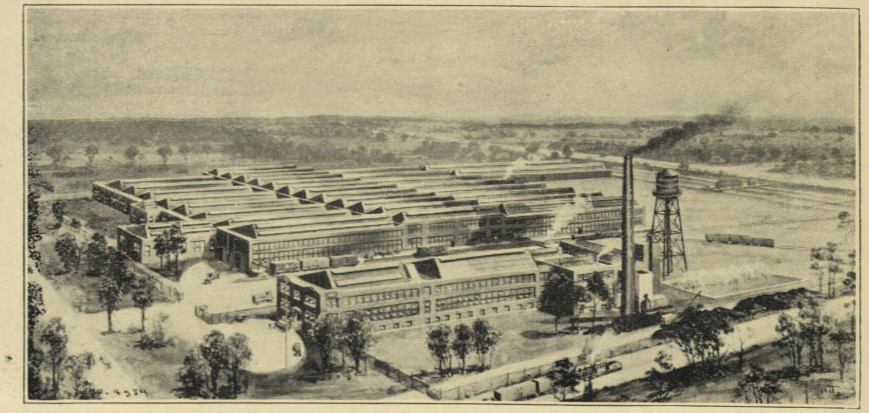
The company's products from the Michigan City plant are used in all parts of the world. They have been shipped to Great Britain, France, Australia, China, Japan, Mexico, Belgian Congo and other parts of Africa, Argentina, Venezuela, Borneo, India, Canada, Russia and other countries.

The Sullivan plant embodies the latest features in modern shop practice with all the necessary facilities for economical operation, safety and well being of employes and for growth.

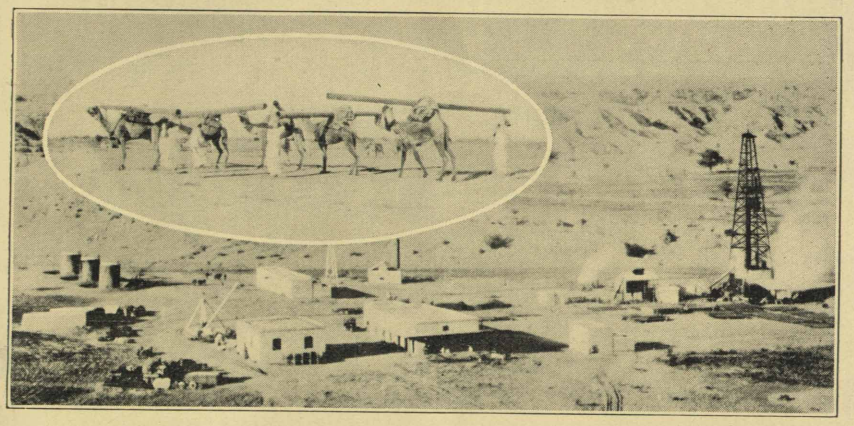
Plant Covers Large Area

The manufacturing plant is all on the ground floor; the manufacturing area being 200,000 square feet. An extra area of 40,000 square feet is occupied by offices, engineering department, pattern shop, engine room and recreation hall.

There are three longitudinal spans running north and south, each 48 feet wide and equipped with traveling cranes. There are 16 east and west bays located at right angles to the north and south spans. The plant is so constructed that it can be extended to the east, west and south 1300 feet by 1600 feet without meeting any obstruction in the way of roads or streets, which will permit of extensions several times the size of the present floor area. The plant is equipped with 12 traveling cranes, of from 5 to 20-ton capacity. The company's power plant contains complete plant equipment for testing all power driven air compressors under regular operating conditions.



General View of Sullivan Machinery Company's Michigan City Plant



Diamond core drill used in drilling for petroleum in the Punjab, India. Inset: Transporting casing to the drill on camel back

Novel Transfer Table Used

Transportation and switching facilities include the novel feature of a transfer table at the west end of the manufacturing building, so that the cars may be placed in any bay by straight runs of track without curved switches. The company operates its own gasoline-driven switch engine for handling cars both in and out of the shop and in making up shipments for haulage to the main line tracks. The transfer table can be extended to the full length of the property as the plant is extended.

There is no basement under the building, as piping for wiring, steam, compressed air and water is carried through tunnels under the floor which consists of wooden blocks on concrete. Skylights are operated by electric motors from a central switchboard. The latest labor-saving devices are installed for handling coal and ashes.

Employe Benefits Given

The number of employes at the present time is approximately 500. The company operates a dining room for employes and maintains a first aid hospital and welfare department. The company also maintains a sick benefit, life insurance and pension system. No contributions are made toward this fund by the men themselves.

S. T. Nelson, Works Manager, came into the Sullivan Machinery Company's organization when the M. C. Bullock Manufacturing Company was taken over. At that time the present chief draftsman, H. B. Halvorsen, and one of the leading foremen, Fred Holt, came into the company. These three men have completed 44 years of service. Alexander D. Ferguson, Superintendent, has been with the company 28 years. Many other employes have been with the company nearly as long.

Arthur E. Blackwood, President, has been with the company 33 years.

General Office Is In Chicago

The general office of the company is at 400 North Michigan Ave., Chicago. Branch offices are located in principal cities in all parts of the world.

The Sullivan Machinery company also operates a plant at Claremont, New Hampshire, which was in existence before the western branch was acquired in Chicago.

During the past year, 25,000 square feet of floor space were added to the Michigan City plant and foundations were put in for an additional 50,000 square feet, the building to be completed as soon as business warrants.

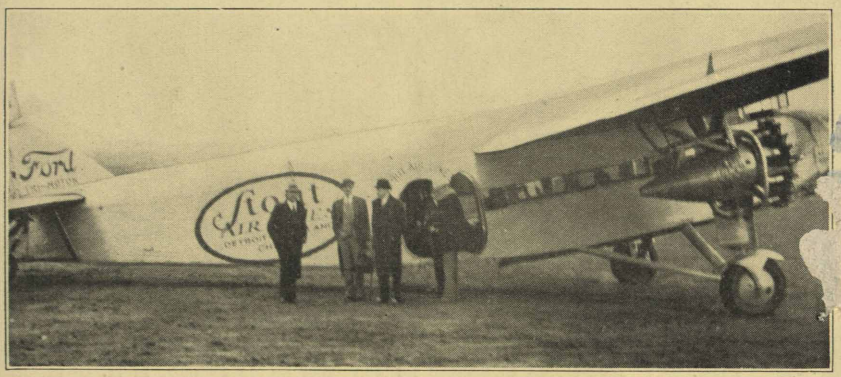
HIGH SCHOOL BANDS TO COMPETE IN GARY

Approximately 2,000 high school musicians are expected to take part in the Northern Indiana band and orchestra contest to be held in the Memorial Auditorium, Gary, April 11 and 12.

Twenty-five bands and 15 orchestras will participate in this year's contest. Among cities which will be represented are Hammond, East Chicago, Gary, Michigan City, South Bend, LaPorte, and Goshen.

This will be one of three district contests preliminary to the all-state contest in May.

Travelers Find Rail-Air Service Convenient



The picture shows a group of travelers alighting from a Stout Air Lines plane at the South Bend airport to take a South Shore Line train for the rest of their journey. Trimotored Ford planes of the Stout Air Lines leave Chicago at 9:35 a. m. and 3:00 p. m. and leave South Bend at 10:30 a. m. and 3:50 p. m. for Kalamazoo, Battle Creek, Detroit, and Cleveland. The morning plane also carries passengers for Toledo. Travelers from Hammon East Chicago and Gary find it convenient to take the South Shore Line to 63rd St., where th take a taxi to the Municipal Airport. Travelers from Gary and Michigan City find it con venient to take the South Shore Line to South Bend. Plane reservations are secured by a South Shore Line ticket agents.

SOUTH SHORE LINE AGAIN IS FASTEST

The South Shore Line for the second consecutive year holds first place in the tentative speed ranking of electric railroads in the United States in the **Electric Traction** speed contest.

The South Shore Line's average schedule speed between Chicago and South Bend terminals is 45.6 miles an hour—2.01 miles an hour faster than that of its nearest rival.

The record of the South Shore Line is all the more impressive on account of its handicaps in operating over streets in three cities.

Ft. Dearborn Ranks High

In addition to ranking first in speed among electric railroads, the South Shore Line has the distinction of having the tenth fastest train in running time among all railroads in the United States.

The Ft. Dearborn Limited, the de luxe morning two-hour train from South Bend to Chicago, ranks ahead of such crack trains as the American and Liberty Limited, Panama Limited and the Capitol Limited in elapsed time speed average.

Fast Schedule Maintained

The Ft. Dearborn Limited, carrying a diner and a parlor car and comfortable coaches with restful bucket type seats, leaves South Bend at 7:00 a. m. daily and arrives at Randolph St., terminal, downtown Chicago, at 9:00 a. m., stopping at Michigan City and Gary and five suburban stations in Chicago.

It runs from Michigan City to Gary, a distance of 25 miles, in 27 minutes, an indication of its speed where operation is not affected by city congestion.

April Baseball

At Sox Park:

15, 16, 17.....Cleveland
18, 19, 20, 21.....St. Louis

Leave the South Shore Line train at Roosevelt Rd., walk two blocks west to Rapid Transit Line and take any south side train to 35th St. Walk west two blocks.

At Cubs Park:

22, 23, 24.....St. Louis
25, 26.....Cincinnati
27, 28, 29, 30.....Pittsburgh

Leave the South Shore Line train at Randolph St., and take a north side Elevated train to Addison St.

Why is it that many persons, otherwise cautions and courteous, should become, when in an automobile, speed fiends and road hogs?

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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 5 MAY, 1930 No. 7

Blossom Festival Beckoning Throngs

H. Armstrong Roberts photo

estern Michigan during the annual Blossom Festival at Benton Harbor lay 5 to 11. Ask any South Shore Line ticket agent how to get there. d to attract more than 200,000 persons this year.

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Blossom Festival To Be In Twin Cities

MORE than 200,000 persons are expected to attend the eighth annual Blossom Festival at Benton Harbor and St. Joseph, Michigan, during the week of May 5 to 11.

This year's festival will surpass the celebrations of previous years and will be one of the outstanding events of its kind in the entire middle west.

Thousands of acres of western Michigan orchards—famous for their fruits and for their beautiful blossoms—will be in full bloom and the twin cities will be arrayed for the occasion.

The program for the week's festivities is:

Monday and Tuesday: Air circus at Twin City Golf and Aviation Field, Benton Harbor.

Wednesday: Queen's coronation and ball, Shadowland dance pavilion, St. Joseph.

Thursday: Outboard motor and boat show, Whitcomb Hotel, St. Joseph.
Children's Parade, St. Joseph.

Friday: Blossomtime pageant and circus at Filstrup Field, Benton Harbor.

Saturday, 1:00 p. m.: Floral parade, starting in Benton Harbor and ending in St. Joseph.

Saturday, 8:00 p. m.: Nite-O-Nites Carnival. Carnival.

Sunday: Blossom Sunday, with trips through Blossomland.

Convenient transportation service to the festival is provided by South Shore Line trains to Michigan City and thence to St. Joseph and Benton Harbor by roomy motor coaches.

May Baseball

At Cub's Park:

2, 3, 4, 5 ..... Philadelphia
6, 7, 8 ..... Brooklyn
9, 10, 11, 12 ..... New York
13, 14, 15 ..... Boston
25, 31 ..... St. Louis
26, 27, 28, 29 ..... Cincinnati

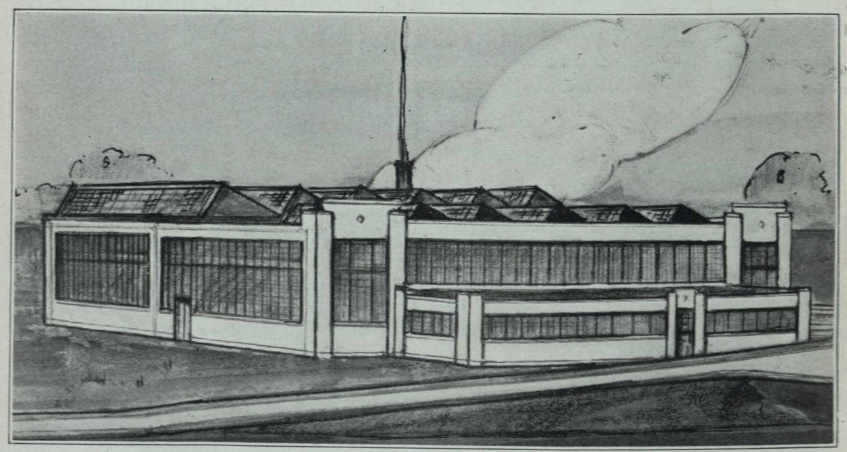
Leave the South Shore Line train at Randolph St. and take a north side Elevated train to Addison St.

At Sox Park:

17, 18, 19, 20 ..... Cleveland
21, 22, 23, 24 ..... Detroit

Leave the South Shore Line train at Roosevelt Rd., walk two blocks west to the Rapid Transit Line and take a south side train to 35th St. Walk west two blocks.

How New Shop Will Look



Above is the architect's sketch of how the South Shore Line's new shop building will look when completed. The building will be set back 70 feet from the street and the ground will be well landscaped.

Ft. Dearborn Limited Schedule Faster

THREE minutes' running time has been cut off of the schedule of Ft. Dearborn Limited, the South Shore Line's crack morning flyer, which will now go from South Bend to downtown Chicago in one hour and 57 minutes.

This de luxe train, carrying dining and parlor cars and coaches with deep-cushioned, bucket type seats, leaves the South Shore Line station at Michigan St. and LaSalle Ave., South Bend, at 7:00 a. m. and arrives at Randolph St. I. C. suburban station, Chicago, at 8:57 a. m.

The spring schedule on the South Shore Line was put into effect Sunday, April 27. All trains are now being operated on daylight saving time, one hour faster than Central Standard time.

Other fast time schedules between Chicago and South Bend and intermediate points are being maintained, with service "every hour on the hour" between South Bend and Chicago and every half hour between Gary and Chicago.

Under the new schedule, 42 trains daily are operated between Chicago and Michigan City and South Bend. Eighty trains daily are operated between Chicago and Gary and 78 trains between Chicago and Hammond and East Chicago.

Three trains daily each way carry both dining cars and parlor cars and two other trains each way carry parlor-observation cars. Dining car trains leave Randolph St., Chicago, at 8:00 a. m., 12 noon and 5:15 p. m. and leave South Bend at 7:00 a. m., 12 noon and 5:00 p. m. Parlor car trains leave South Bend and Chicago at 10:00 a. m. and 3:00 p. m.

Expanding Opportunities

(From an editorial in the Michigan City News, April 8, 1930)

Announcement made by the South Shore Railroad officials that the Chicago, South Shore & South Bend Railroad is beginning on a program of expansion in Michigan City was the best piece of news that has come to the attention of Michigan City people within recent weeks.

The South Shore has purchased large acreage immediately southeast of the general offices, shops and yards in Michigan City and has begun preparing the ground for a large repair shop of nearly 400,000 square feet in size, and will add further to their yard and terminal facilities, spending $325,000 on this project. Contracts have been let and the work is already under way and will be pushed to rapid completion. In connection with this improvement the South Shore will pay the major part of the expense in constructing a concrete viaduct on Roeske Avenue over their tracks and yards, eliminating all hazards from switching and train operations from the general public who use this highway.

The South Shore Railroad is one of the greatest contributors to the prosperity of Michigan City. Another great contributor to our prosperity is an allied company, The Northern Indiana Public Service Co., which is spending millions of dollars in erecting a power house on the west lake front. Here steel is rising and shortly will other operations be begun. In the two projects probably work will be given to 1,000 men which will continue all summer and likely through next winter. Operation of the big power house when put into commission will give employment to 75 or 100 men. Much employment will also be added by the South Shore Line in the operation of its new shops and yards.

The greatest thing about these projects is that they will attract industrial enterprises to Michigan City. Industry and commerce follow good transportation and cheap power. Coming on top of these developments is the announcement carried exclusively in The News of a gas pipe line to be laid down from the Texas panhandle district to this region. Contracts have been given to Calumet steel manufacturers for furnishing millions of dollars worth of steel pipe. Here is another great contribution to prosperity. Millions and millions of dollars are being spent by the allied companies under Insull management for the upbuilding of the communities in which they operate. It is the best answer we have seen to the call of President Hoover for larger expenditures on the part of capital to supply employment to the American people.

Michigan City is benefited by this expansion program probably to a greater extent than any other community. These companies have invested millions in Michigan City already and are continuing to pour funds into this community. Of course it is good business for them to do so, to build up their properties, to attract industries. And Michigan City will thrive and expand on account of all this activity.

New Shop Building Being Constructed

WORK has been started on a new shop building for the South Shore Line at Michigan City. Grading operations are progressing rapidly and actual construction will be started this month. The building is expected to be completed by August 1.

The present shop building will be converted into an inspection shop and the new building will be used as an overhaul shop.

It will be constructed of steel, concrete, brick and glass and will be fireproof throughout. The walls will be largely of glass and the roof will be saw-toothed with windows facing north to provide daylight inside.

The main building will extend 147 feet north and south and 191 feet east and west. An office section on the west side will bring the total length east and west to 228 feet.

It will stand opposite the old shop building, east of Roeske avenue and north of the South Shore Line's main line tracks, about 70 feet from the street, to allow for good landscaping.

The new shop will be of the most modern type and will be equipped with the latest mechanical devices for overhauling South Shore Line cars and locomotives. It will have two traveling cranes, of five and ten ton capacity. Cars will be taken in and out of the shop over a transfer table.

Construction of this building is necessitated by the expansion of South Shore Line service and the addition of all new passenger cars and locomotives since the line was taken over by the present management in 1925.

NEW CAR WASHER IS PUT IN SERVICE

The South Shore Line recently put in service a new car washer at its Michigan City shops. Two revolving brushes and eight sprays on each side clean the entire exterior and windows of a coach as its passes through the washer.

Rapid Progress Made In Rail Relaying

RELAYING of rail on the South Shore Line, begun March 17, is progressing ahead of schedule. Hundred-pound rail is being put down in place of 70-pound rail over more than one-fourth of the trackage of the Line. This is the most extensive rail relaying program ever planned by the South Shore Line.

The largest of three projects is the relaying of 24.4 miles of single track between Michigan City and South Bend. Hundred-pound rail and 100-pound special work is being put down in place of 70-pound rail. Work was started April 1 and is expected to be completed by July 1.

Progress Is Rapid

Work is three-fourths done on the relaying of seven-tenths of a mile of double track in Hammond and is also about three-fourths done in South Bend, where 2,612 feet of rail are being replaced.

Upon the completion of these projects, 84.8 per cent of the main line trackage of the South Shore Line will be 100-pound rail (weighing 100 pounds to the yard).

The present program is another step in improvement of the South Shore Line, launched in 1925 when the Line was taken over by the present management. The entire property has undergone extensive rehabilitation, including complete re-electrification, scrapping of old equipment and purchase of entire new coaches and locomotives, replacement of rail and improvement of roadbed, and other improvements.

MANY AUTOS FOUND IN NEED OF REPAIRS

Of 1,883,000 motor vehicles examined in a recent inspection campaign in Pennsylvania, 1,332,000 were found to be in need of repair, according to the Pennsylvania Motor Vehicle Commission, says the National Safety News.

Painting of Region Served By South Shore Line

This beautiful painting of the territory in Northern Indiana bordering Lake Michigan served by the South Shore Line is to be on display at the Outdoor Exposition held in the Coliseum, Chicago, May 5-12. It is the work of Ivan V. Beard, well known Chicago artist. It is ten feet long and gives a comprehensive view of Chicago's lake front from the loop south, the Calumet region, Indiana's Duneland and part of beautiful St. Joe valley around South Bend.

Playland Park Opens Season May 10

PLAYLAND PARK, South Bend's large amusement park and picnic ground on the bank of the St. Joseph River, will be opened May 10. The park has been completely renovated and a number of new attractions have been installed for the 1930 season.

Facilities for amusement and recreation provided here are of an assortment scarcely found elsewhere and include some for the special benefit of picnickers not found in similar places in this region.

Grounds Are Wooded

The park grounds cover 40 acres on the bank of the St. Joseph River, extending up the slope and on the crest of the hill. They are naturally wooded and are attractively landscaped.

Facilities are offered here for those who prefer picnics, for those who seek things to do and see, for swimmers and for dancers. Amusements are numerous and varied.

Amusements Are Numerous

Among attractions are the "Whip"—the roller coaster—rides of various kinds, merry-go-round, large and small airplanes, Old Mill, auto speedway for kiddies, Thousand-and-One Troubles, Blue Beard's Castle, roller skating, dancing, baseball, swimming and racing. Two new amusements this season are the Pretzel ride and Lindy Loop.

Dance Hall Is Large

Playland's dance hall has one of the best floors in the state. The floor is 90 by 165 feet. The interior of the hall is finished in light, pleasing colors and is lighted to produce a soft effect. New wicker furniture is provided all around the hall. High caliber dance orchestras are engaged to furnish music. Hours of dancing are from 8:30 p. m. to midnight.

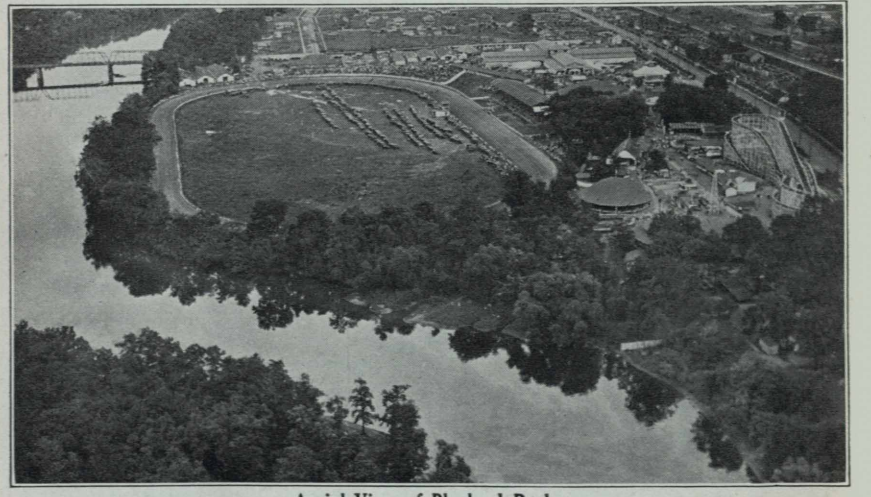
Pool Is Well Equipped

Exceptional swimming facilities are provided here in the $100,000 outdoor pool, 100 by 165 feet, the national size requirements for holding swimming races. It is equipped with three diving boards and slides and other play apparatus. The water is filtered and treated, constantly changed and is tested by the South Bend Board of Health. Eleven hundred steel lockers have been installed for the use of bathers and individual dressing rooms and individual showers are provided for women. Suits may be rented.

Picnic Accommodations Good

Accommodations for picnickers are some of the most attractive features of Playland Park. Substantial tables and benches, which will seat 3,000 persons at one time, are provided in a picnic grove. Several spacious shelters have been erected. Free gas plates and water for cooking are ready for use at all times and fountains supply artesian water for drinking. Receptacles are at hand for refuse.

For those who prefer to buy food in the park instead of bringing it with them, there are several concessions where refreshments and lunches can be had.



Aerial View of Playland Park.

Playground Is Nearby

Near the picnic grove is a playground for children, with various kinds of slides, swings and other apparatus.

A diamond is handy for those who enjoy playing baseball.

One of the best half-mile race tracks in Indiana is found in Playland Park. Automobile and motorcycle races are held here on holidays. The grandstand seats 3,000 persons and bleachers seat an additional 1,500.

No Admission Charged

No admission to the park is charged.

All parts of the park are well supplied with benches and two of the drinking fountains are iced.

Playland is open daily from 1:00 p. m. until midnight, except on Monday afternoons, when it is closed for the benefit of employees. Arrangements to open the park earlier can be made for special groups that desire to come in the forenoon.

Splendid For Groups

The variety and number of facilities for amusement, recreation and picnics make Playland an especially good place for fraternal, industrial and church parties.

STATE IS IMPROVING INDIANA DUNES PARK

Extensive improvement projects, costing half a million dollars, are now under way in Indiana Dunes State Park. The program includes a pavilion, hotel, boat house and improvement of the grounds.

The pavilion will be 170 by 65 feet, two stories high and will have a sand-covered roof. It will be finished in Indiana limestone and trimmed with red pressed brick.

A dining room and other concessions will occupy the first floor. The second floor will contain bath houses.

Work on the pavilion is being pushed and is expected to be completed by June 1.

NEW BAGGAGE ROOM OPENED AT RANDOLPH

The new South Shore Line baggage room at Randolph St. station was opened April 27 and at the same time use of the baggage room on Congress St. was discontinued.

The new baggage room is located at the north end of the Randolph St. Illinois Central station, facing Beaubien Court.

This change does not affect the handling of special delivery baggage to theaters and hotels, transfer to other railroad stations, or baggage to 53rd St. and 63rd St., Chicago.

A Menu for May

Dining Car Service

Special South Shore Dinner

Grapefruit Juice or Sea Food Cocktail
Spring Vegetable Soup
Sweet Cucumber Rings
Choice
Broiled Whitefish, Maitre d'Hotel
Red Currant Jelly Omelet
Fried Milk-Fed Chicken (half), Country Style
Roast Leg of Spring Lamb, Mint Jelly
Grilled South Shore Sirloin Steak
New Potatoes in Cream
New Asparagus, Polonaise
Combination Salad, Chiffonade Dressing
Choice
Old-Fashioned Strawberry Shortcake
Blackberry or Fresh Rhubarb Pie
Ice Cream with Wafers
Imperial Cheese
Whole Wheat Muffins
Coffee Tea Milk

$1.50 per Person

WENR IS INSTALLED IN ITS NEW QUARTERS

WENR, the 50,000-watt midwest station, has moved to its new studio home on top of the Chicago Civic Opera building which was dedicated at a formal reception on April 25.

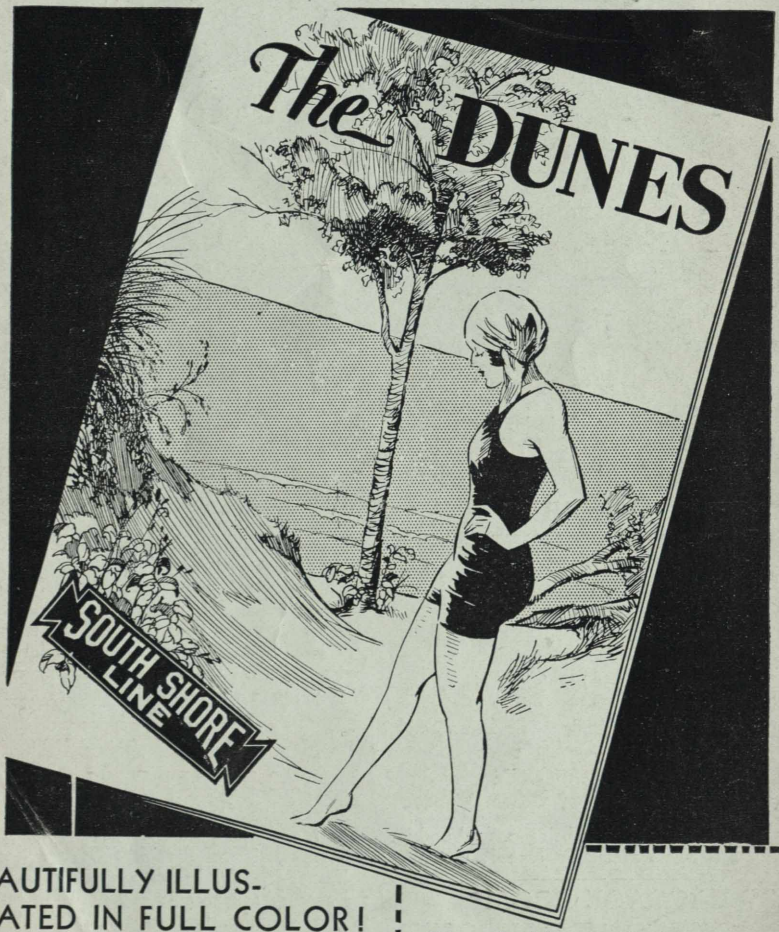
The executive offices are on the forty-first floor. The studios, reception rooms, visitors' galleries, control rooms, audition and rehearsal studios and music library are on the forty-second floor, while the ventilating equipment and battery rooms are on the forty-third floor.

NATIONAL BABY WEEK TO BE APRIL 27—MAY 3

April 27 to May 3 will be Baby Week, with May 1 designated National Child Health Day by proclamation of President Hoover. During Baby Week child health agencies throughout the country ask parents and adults in general to give attention to the needs of the babies, many of whom suffer and die needlessly in all classes of society for lack of proper care.

For nearly twenty years the Infant Welfare Society of Chicago has been working to save the babies. In twenty-one districts in Chicago where babies have died in the greatest numbers, it maintains "stations" devoted solely to the task of saving baby lives, keeping the babies well and giving them the right start in life on the road to strong, useful manhood and womanhood. Each one of these stations is equipped with a staff of doctors and nurses.

This coupon brings you this **FREE** BOOK ON



BEAUTIFULLY ILLUSTRATED IN FULL COLOR!

Don't delay in getting your copy of this beautifully illustrated book on Duneland. Eight pages, in full color! The "Open Sesame" to the winding trails and hidden forest retreats in this alluring land of whispering sands and murmuring waters. Send the coupon NOW!

Chicago South Shore and South Bend Railroad Co.
PUBLICITY DEPARTMENT
MICHIGAN CITY, INDIANA

Please send me free copy of The Dunes Booklet.

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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 5 JULY, 1930 No. 9

Inaugurate Hourly Motor Coach Service to Southwestern Michigan

STARTING Saturday, June 28, the Chicago South Shore and South Bend Railroad inaugurated fast transportation service from Chicago to St. Joseph and Benton Harbor, Michigan, every hour, by limited trains and motor coaches via Michigan City.

Inauguration of this new summer schedule on a basis of greater frequency than ever before was made under the direct management of the South Shore Line, which now controls the former Benton Harbor division of the Shore Line Motor Coach company. No motor coaches will be operated through between Chicago to Benton Harbor in the future.

All limited trains of the South Shore Line leaving Chicago every hour on the hour from 6 a. m. to 7 p. m. on week days, and from 6 a. m. to 9 p. m. on Saturdays and July 3, now connect at Michigan City station with hourly motor coaches for Grand Beach, New Buffalo, Union Pier, Lakeside and other resorts on U. S. Highway No. 12 to St. Josepn and Benton Harbor.

New Service

One of the motor coaches which will connect every hour during the day with South Shore trains at Michigan City and furnish service to Benton Harbor, St. Joseph and intermediate points along the Lake Michigan shore line.

Excursion Rates

New low round trip fares from Chicago to points in Southwestern Michigan are now in effect.

Ask your South Shore ticket agent about the 21 day excursion rates to resorts along the lakeshore between Michigan City and Benton Harbor.

The round trip to Benton Harbor or St. Joseph is only $4.75.

The same frequent service also is maintained from Benton Harbor and St. Joseph to Chicago. Motor coaches now leave Benton Harbor every hour from 6:10 a. m. to 7:10 p. m. on week days, and from 6:10 a. m. to 9:10 p. m. on Sundays, and connect at Michigan City station with South Shore Line trains for downtown Chicago.

Motor coaches between Michigan City and Benton Harbor operate over the new paved U. S. Highway No. 12 all the way except at Union Pier and Lakeside, where they use the old road.

New low round trip fares from Chicago to points in Southwestern Michigan between Michigan City and Benton Harbor also are announced.

South Shore Line trains enter and leave Chicago over the tracks of the Illinois Central Suburban system between Randolph street station and Kensington.

New Hourly Train-Coach Service Opens Doors to Famous Playground

A MOST significant feature, in connection with announcement the South Shore Line will operate train-motor coach service every-hour to southwestern Michigan, is that the new service will throw open the doors to the greatest summer playground in the middle west.

Convenient Transfer

Only a few steps to the coaches.

Every hour during the day a train leaves Chicago, making immediate connections at Michigan City with coaches traveling up the Michigan shore line.

The transfer from the South Shore train to the South Shore motor coach is made with a minimum of inconvenience. The coaches are waiting under shelter at the rear of the South Shore station, and there is no delay in their departure.

Resorts for Any Purse

The service, for the first time in history, makes it possible for the Chicagoan to spend a pleasant, unhurried week end on the wide, sandy beaches or in the lake studded country-side lying on the favored side of Lake Michigan.

Whether the visitor desires to visit a populous resort or to withdraw to some quiet, out-of-the-way spot, he can find exactly what he is looking for in the region now served by South Shore Line trains and coaches.

Shelter at Rear of Station

Motor coaches for St. Joseph and Benton Harbor await Chicago trains here.

Now!

TO CHICAGO EVERY HOUR

By Motor Coach

AND

Chicago. Telephone Randolph 8200.

There's a golf course every few miles.

Now!

TO CHICAGO EVERY HOUR

By Motor Coach

AND

South Shore Line

SUMMER SCHEDULE EFFECTIVE JUNE 28, 1930

LOW SUMMER FARES

To Chicago and Return

21 Day Excursion Tickets

On Sale Daily Until September 30, 1930, at All Motor Coach Stations

ROUND-TRIP FARES

Between Chicago and

Benton Harbor	$4.75
St. Joseph	4.75
Stevensville	4.30
Bridgman	4.05
Sawyer	3.85
Harbert	3.75
Lakeside	3.60
Union Pier	3.55
New Buffalo	3.20
Grand Beach	3.05

NEW epoch-making transportation service furnished by motor coach between Benton Harbor and Michigan City and by fast limited trains of the South Shore Line between Michigan City and downtown Chicago. No motor coaches operated through to Chicago.

Leave Benton Harbor every hour 6:10 A. M. to 7:10 P. M. week days, and 6:10 P. M. to 9:10 P. M. Sundays. Leave St. Joseph seven minutes later. All schedules on Daylight Saving Time. Direct connections at Michigan City with fast South Shore Line trains.

Leave Chicago every hour 6 A. M. to 7 P. M. week days and 6 A. M. to 9 P. M. Saturdays and July 3.

Motor coaches run over new U. S. Highway No. 12 between Benton Harbor and Michigan City, except at Lakeside and Union Pier where they use the old road.

Inquire at your local motor coach station for further information and new time folder.

Low fares for frequent riders—ask about 25-ride tickets

Chicago South Shore

AND

South Bend Railroad

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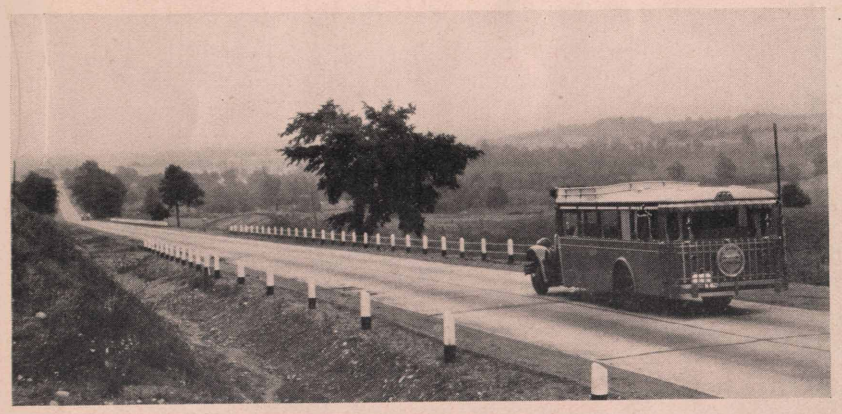


A beautiful new highway winds through resort land.

The residents of southwestern Michigan have wisely shown the utmost courtesy to visitors and kept prices at reasonable levels. As a result they have inspired the confidence of all who have visited in that territory and have attracted the finest class of people. Coming once, these people have become regular visitors, each person selecting the sort of resort best suited to his tastes.

Those who enjoy golf have found, among the dozens of uncrowded links, courses which never fail to intrigue. Some prefer the sandy, dunes courses, with their natural traps and bunkers. Others prefer the sporty, undulating, countryside courses.

For the recreation seeker who likes to spend most of his time in a bathing suit, there are the vast beaches and many inland lakes. For the fisherman and boatsman the streams and lakes hold promise of many glorious hours; and for the horseman the splendid stables and wooded bridle paths offer never-to-be-forgotten pleasure.

There are hundreds of cottages to be taken by the day, week or month. There are excellent hotels, boy's camps, girl's camps, farm homes, mineral baths, amusement parks and dance pavilions.

Throughout the day South Shore Line trains connecting with coaches at Michigan City leave Randolph street Illinois Central suburban station every-hour-on-the-hour.

Information concerning resorts and transportation may be had from the Outing and Recreation Bureau, 72 West Adams street, Chicago. Telephone Randolph 8200.

Water Sports

Canoeing in the surf—a real thrill.

Uncrowded Links

There's a golf course every few miles.

Benton Harbor and St. Joseph Boast Splendid Hotel Facilities

THE twin cities of Benton Harbor and St. Joseph, long famous as summer resorts, and now made easily accessible to Chicagoans with inauguration of hourly rail and coach service, pride themselves on their hotel facilities. "You can always get a room in Benton Harbor and St. Joseph," is a slogan used by the twin cities hotel association.

In St. Joseph the new Whitcomb, the Lakeview and the Edgewater Club hotels are ideally located for summer visitors. The Whitcomb is one of the finest hotels on the east coast of Lake Michigan. Situated on a high bluff overlooking the lake and the St. Joseph river it is a modern nine story structure with 207 guest rooms.

Hotel Vincent

Benton Harbor's popular hostelry.

Benton Harbor, likewise, boasts ideal resort hotels. The Hotel Vincent has been popular with those who do not care to be right at the water's edge, but still close enough to enjoy all the advantages. The new Premier and the Saltzman with their baths are also popular with summer visitors.

Silver Beach Amusement Park has all the popular forms of fun making found in the larger cities, together with a bathing beach and dressing rooms.

Shadowland, a dancing pavilion on the water's edge operates every evening and Jean Klock Park offers a wonderful place for bathing and picnicking.

The House of David offers amusements and novelty entertainment to many thouasnds annually.

There are eight golf courses in this vicinity, three adjoining the twin cities and others nearby.

Visitors Throng Twin City Beaches

The even climate makes bathing a pleasure all summer.

TWIN CITIES FAMED AS HEALTH RESORTS

The mineral baths at both St. Joseph and Benton Harbor have recently attracted many sufferers from rheumatism and allied disorders.

The water is of the sulpho-saline variety and is pumped from wells at a depth of 800 feet into tanks which are connected by a system of pipes with the boilers so that the water can be heated to any temperature desired. The main ingredients of the water are chlorides of sodium and calcium.

Their action can thus be explained by the irritant effects of these ingredients upon the sensory nerve endings in the skin, stimulating by reflex action the whole nervous system. By these means inflammatory thickenings and effusions are removed; nutrition of nervous, muscular and other tissues is favorably influenced and the joints and muscles of rheumatic and gouty patients become less sensitive and resume their normal functions.

These mineral baths are generally given in a course of twenty-two, the price of which is $20.00, but patients may also take a course of eleven baths for $10.00, or take a single bath whenever they choose at a cost of $1.00. An additional fee of fifty cents per bath is charged for an attendant.

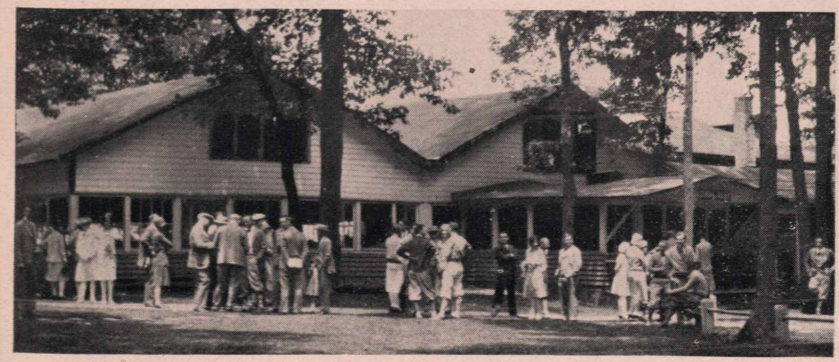
Premier Hotel

Famous for its mineral baths.

The New Whitcomb

One of the finest on the Michigan coast.

Cottages and Camps



Whether you like to rough it, or dress up, you'll like this vacationland.

Gary's Steel Is Put To Myriad Uses

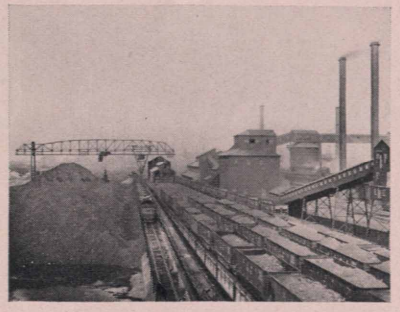
EMPLOYING 14,500 men and supplying hundreds of industries with its products, the dominant industry of the Calumet district has its center in Gary at the works of the United States Steel Corporation.

Steel requirements in the development of the middle and western districts of the United States, together with the availability of ore shipments by lake, and railroad facilities, were large factors in locating the works at Gary, and the same ideas of economy that were active in locating the works here also influenced the layout of the plant. The plant covers about 1,200 acres, and all buildings and tracks are located and constructed in such a manner as not to interfere with future construction, and as it is, additional blast furnaces, open hearths and rolling mills can be built and will fit into the general scheme as originally laid out.

Simplicity of Lay-Out

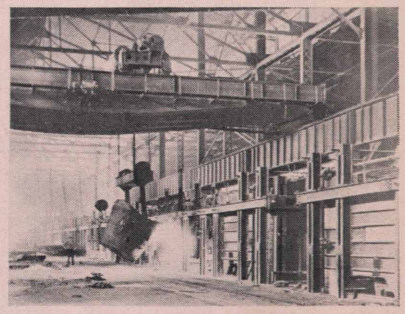
In locating the iron, steel and rolling departments, careful consideration was given to the transportation system so that the simplest track system could be installed to serve the operations. Starting at the harbor canal and dock at the east end of the plant, where the iron ore and limestone are unloaded from steamers, the material moves in the same direction, hot metal from the blast furnaces to the open hearths, steel ingots from the open hearths to the roughing mills, blooms and billets to the finishing mills, and the finished product from the finishing mills is shipped out from the west end of the plant.

Coal Yards



View of the coal handling plant for serving the coke ovens. The coal storage yards are shown at the left and at the right the covered conveyor belts for delivering coal from the crusher house to the oven bins.

Pouring Pig Iron



One of the awe inspiring sights at the Gary works of the U. S. Steel Corporation—white hot, molten, pig iron being poured into an open hearth furnace... There are 45 of these furnaces in the unit at Gary with a total capacity of 4,000,000 tons of steel per year.

Since 1905, when construction of principal iron, steel and rolling units of the plant was started, an almost constant program of expansion and addition has been carried on by the company.

The works now consists of 838 coke ovens and a by-product recovering plant, 12 blast furnaces, 45 open hearth furnaces, three 25-ton converters, a rail, billet, blooming, slabbing mill, two plate mills, an axle mill, a tie plate and steel wheel plant, and in addition, many miscellaneous buildings including repair shops, store houses, foundries, garages, and restaurants.

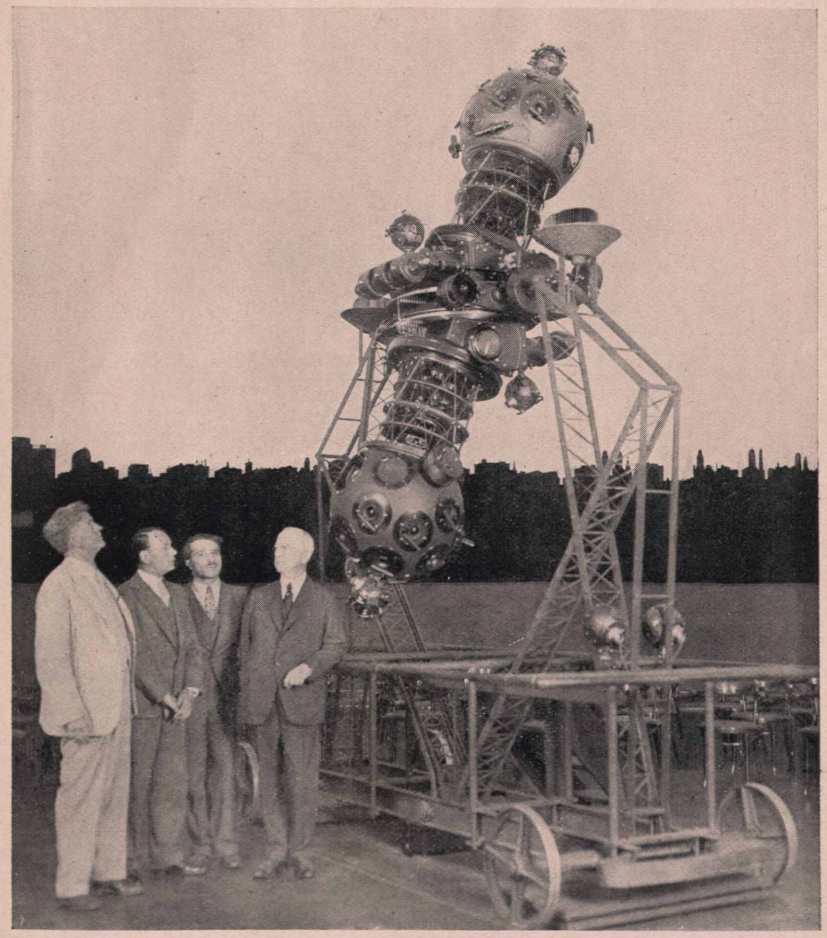
Vast Establishment

In addition two new batteries of 70 coke ovens, seven new open hearth furnaces and a new slabbing mill also are under construction.

A canal for the accommodation of ore vessels extends inland from the lake some 5,500 feet and there is a large turning basin on the company's property. Electric ore unloaders, with a capacity of 3,000 tons an hour empty the vessels.

In addition to the 14,500 men employed, there are thousands of wage earners in the various manufacturing plants dependent on steel and iron products.

Seeing Stars Indoors



THERE are no cloudy nights to obscure your view of the stars in the new Adler Planetarium, just opened to the public and located on a little island just off the shore of Chicago's Grant Park.

Here 4,700 points of light representing the stars are projected indoors on the great dome of the interior of the building. They come from the 119 miniature searchlights in the instrument shown above.

Stars, planets, and other celestial bodies are made to move about the artificial sky in orderly array and in their proper orbits. Within an hour, spectators may see what would take 24 hours of sky gazing.

The planetarium, the only one of its kind in America, has been built to popularize the study of astronomy. South Shore patrons desiring to visit it should leave trains at the Central Station and walk east past the Field Museum and the Shedd Aquarium.

Admission is free Wednesdays, Saturdays and Sundays. Other days 25 cents is charged.

South Shore Fastest In America For Second Successive Year

FOR the second year in succession the Chicago South Shore and South Bend Railroad has been awarded the Electric Traction speed trophy as the fastest interurban electric railway in America. The award was made June 25 at the annual convention of the American Electric Railway association in San Francisco.

The committee which made the award, stated in its report:

"For 1930, the second year in succession, the Chicago South Shore and South Bend Railroad has won the award of the Electric Traction Speed Cup as the fastest electric interurban railroad in the United States. From an examination of the data presented by twenty-one companies, the committee finds that the Chicago South Shore and South Bend Railroad has operated, during the contest period from November 15 to May 15, at a speed of 45.6 miles per hour between the terminals of Chicago and South Bend. The distance between terminals is 89.8 miles, and the number of regular stops is seven. This company had a remarkably good on-time record, the average for the period being over 90 per cent. Last year the South Shore won the award with an average schedule speed of 44.9 miles per hour.

North Shore Is Second

"Previous winners of the award have been the Chicago North Shore and Milwaukee Railroad [the North Shore Line, which won second place this year], and the Galveston-Houston Electric Railway Company. Permanent possession of the cup goes to the company winning the award for three successive years.

"Elapsed time or average speed between terminals is the basis for making the award, difficult operating conditions not entering into consideration in the award. The reason for this is patent, as the contest was originated as an incentive to improve right-of-way and equipment in the attainment of higher schedule speed.

35 Per Cent Gain

"It is interesting to note that in 1925, at the beginning of the contest, the speed of the winning road was 40.3 miles per hour as compared with 45.6 miles per hour in 1930, an increase of over 13 per cent. The Chicago South Shore and South Bend Railroad, known at that time as the Chicago, Lake Shore and South Bend Railway, was in seventh place with an average schedule speed of 33.8 miles per hour. Its present record of 45.6 miles per hour represents an increase in speed of nearly 35 per cent."

Chicago's Riviera

(Editorial, Chicago Tribune)

. . . The east shore of Lake Michigan is Chicago's Italian winter and Norwegian summer. It is a strip of marine climate set into the middle of the continent. . . . All this happens because Lake Michigan is a great temperance society here beside us. Prevailing winds are westerly, and after a hundred miles over the lake their extremes are lost . . . Cool westerlies in summer temper the eastern shore to any Chicago lambs that care to go there.

EXTRA WEEK END SERVICE DURING SUMMER MONTHS

Extra service over the week ends will be provided during the summer months by the South Shore Line between Gary and Michigan City.

Each Saturday from June 28 to August 31, trains out of Chicago at 1:30, 2:30 and 3:30 p. m., which formerly operated only as far as Gary, will continue to Michigan City, furnishing service to most of the points between the two cities.

Each Sunday between June 29 and September 1, extra eastbound trains leave Chicago at 8:32, 9:30 and 10:31 a. m., and extra westbound trains leave Michigan City at 5:52, 7:05 and 8:05 p. m.

SOUTH BEND SUMMER RATES ARE ANNOUNCED

Special week-end rates from South Bend to Chicago were placed in effect June 14 and will remain for the duration of the summer.

The price of the round trip adult ticket is $4 and for children $2.

Tickets are good on any train leaving South Bend Saturday or Sunday, and returning, may be used up to midnight Monday.

SACRED HEART CHURCH MASSES

Masses, especially arranged for tourists and visitors, are conducted by Father Abraham at Sacred Heart Church, 929 W. Eighth Street, Michigan City.

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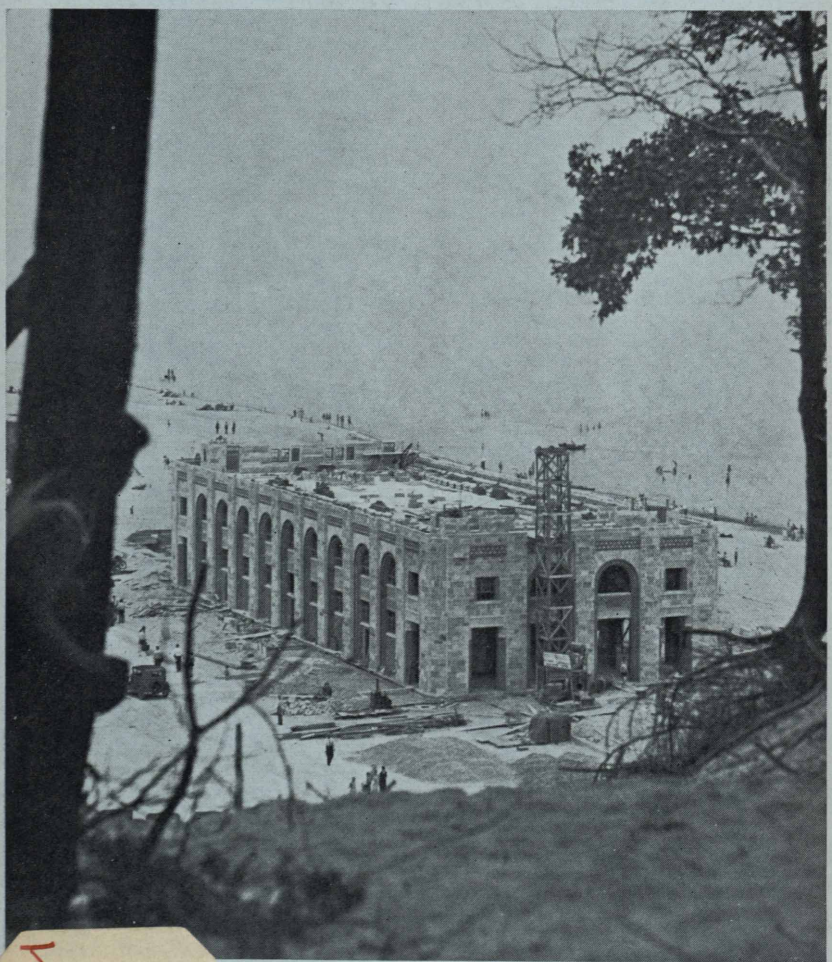
South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 5 AUGUST, 1930 No. 10

Accommodates 1,000 Dunes Bathers



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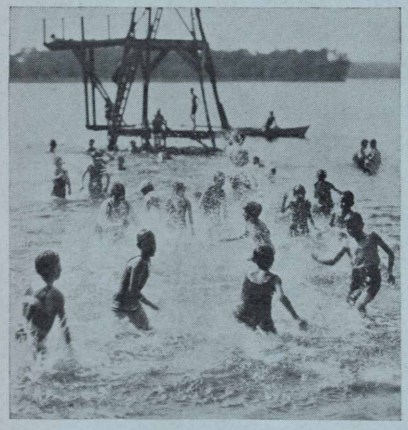
weeks ago, before dedication of magnificent $100,000 structure built conservation to house restaurant, grocery, meat market and general ed as bath house, accommodating 1,000 bathers. It is the first of ll be built in the Indiana Dunes State Park.

servation department's program is a new hotel building, modeled after the ne Hopi Indians.

Hourly Michigan Service Is Popular

THE new hourly service between Chicago and southwestern Michigan, inaugurated by the South Shore Line, has proved exceedingly popular with residents of Chicago who enjoy spending a weekend or longer in this famous summer playground.

Bathing at Hudson Lake



Those who like their water warm when bathing often search out the smaller lakes in the South Shore territory. Hudson Lake, the inland lakes of Michigan and the inland lakes near Valparaiso all have splendid beaches, and are easily reached by the South Shore Line and connecting services.

CONCESSION STANDS NOW EMPLOY 23 GIRLS

The growing business done by the soda fountains and lunch counters maintained by the South Shore Line in its passenger stations in South Bend, Michigan City, and Gary is attested by the fact that 23 young women are now employed by the concessions department.

Whereas four years ago, the Michigan City concession required the services of only two girls, today there are 15 employed there.

The popularity of these sandwich and soda counters with the patrons of the South Shore has been achieved because of the reasonable prices charged, the quality of the food, and the cleanliness and promptness of the service.

Cigars, cigarettes, candy, hot and cold sandwiches, beverages, pastries, newspapers and magazines can be had at these counters.

All limited trains of the South Shore Line leaving Chicago every hour on the hour from 6 a. m. to 7 p. m. on week days, and from 6 a. m. to 9 p. m. on Saturdays now connect at Michigan City station with hourly motor coaches for Grand Beach, New Buffalo, Union Pier, Lakeside and other resorts on U. S. Highway No. 12 to St. Joseph and Benton Harbor.

Extra Weekend Service

The same frequent service also is maintained from Benton Harbor and St. Joseph to Chicago. Motor coaches now leave Benton Harbor every hour from 6:10 a. m. to 7:10 p. m. on week days, and from 6:10 a. m. to 9:10 p. m. on Sundays, and connect at Michigan City station with South Shore Line trains for downtown Chicago.

Use New Highway

Motor coaches between Michigan City and Benton Harbor operate over the new paved U. S. Highway No. 12 all the way except at Union Pier and Lakeside, where they use the old road.

South Shore Line trains enter and leave Chicago over the tracks of the Illinois Central Suburban system between Randolph street station and Kensington.

EMPLOYE GROUPS, CLUBS, CHARTER PICNIC TRAINS

Scores of organizations—lodges, churches, clubs, student and employe groups—have availed themselves of South Shore Line special train and motor coach service to have outings and picnics in the district of northern Indiana and western Michigan served by the road.

Next to the dunes of Indiana and Michigan, Hudson Lake and the inland lakes are proving most popular.

In addition to furnishing special train service to points along its line, the Chicago South Shore and South Bend Railroad provides motor coaches for groups desiring to make trips either within or outside the territory served by the road. Many groups use the South Shore Line special train and motor coach service to resorts in Michigan.

For information call the Chicago Traffic Department, State 0517 or the Outing and Recreation Bureau, Randolph 8200 Chicago, or 2-5764 in South Bend.

Benton Harbor Bound

Scene on the beautiful new highway, U. S. 12, traveled by South Shore motor coaches between the Michigan City station and the twin cities of Benton Harbor and St. Joe. Trains leaving downtown Chicago each hour, on the hour, from 6 a. m. to 7 p. m. week days, and from 6 a. m. to 9 p. m. Saturdays connect with the motor coaches at Michigan City.

GO VIA SOUTH SHORE LINE TO AIR RACES

The National Air Races at Curtiss-Reynolds airport, Chicago, August 23 to September 1, will be convenient to residents of South Shore Line territory.

Hourly connecting motor coach service from Benton Harbor and St. Joseph, Michigan, and hourly train service from South Bend and Michigan City, half hourly from Gary, East Chicago and Hammond, will bring passengers direct to Randolph St. terminal of the South Shore Line. By walking one block west to Randolph St. Elevated station passengers may transfer to North Shore Line trains which will serve the airport with a connecting motor coach service going directly to the gates of the field, on a highway for motor coaches only.

The National Air Races this year will be the largest and most spectacular ever held, according to officials. The Non-stop Derby, which will start at Los Angeles, Calif., will cross the finish line at the Curtiss-Reynolds field. A big program of local races will be staged, including the Thompson Trophy race for high-powered planes. A women's derby, and a mixed doubles relay race for men and women pilots also are scheduled.

In conjunction with the races there will be held the First National Model Airplane meet, of particular interest to boys.

PARLOR CARS AND DINERS LIKED BY VACATIONISTS

De luxe service on the South Shore Line is proving increasingly popular with the advent of the summer season and the heavy travel between Chicago and the vacation spots of northern Indiana and southwestern Michigan.

Ticket sales on parlor cars show substantial gains over last year and patronage has increased on dining cars.

The dining car service features a special noon luncheon for one dollar and a special evening dinner for one dollar and a half. A la carte service is offered patrons as a variation from the special menu.

Trains carrying both parlor cars and dining cars leave Chicago at 8 a. m., 12 noon and 5:15 p. m. and leave South Bend at 7 a. m., 12 noon and 5 p. m.

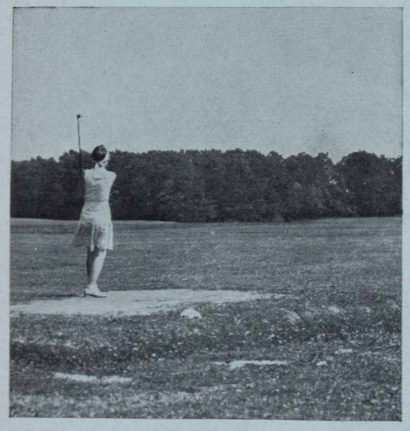
FT. DEARBORN IN TWO SECTIONS, MONDAYS

Popularity of the Ft. Dearborn Limited, crack morning flyer to Chicago, has increased to such an extent Monday mornings during the vacation season that the train now travels in two sections. Each section carries a diner and parlor car in addition to coaches. One section is made up in South Bend and the other in Michigan City.

Forest Beach Draws Business Girls

THERE are a great many girls, particularly business girls, who have been wanting to find a place where they can slip away for over Saturday and Sunday, or for a week or so, and spend their time riding, swimming, playing tennis and golf—or just loafing.

A Girl's Paradise



The Forest Beach camp, near New Buffalo, Michigan, is the ideal vacation spot for the business girl who wants to improve her golf. Instruction in swimming, tennis, and other sport, and lessons in etiquette, even—are given at this resort maintained by the Y. W. C. A. Board and room for the week-end are only two dollars; by the week $12.

Many of them have never had a good opportunity to learn to ride horseback or to swim or to enter into the other summer sports, and do not know there is a camp designed to meet their needs.

Two Hours from Chicago

There is, though, and it is located at Forest Beach, on Lake Michigan, near New Buffalo, Michigan. It is now easily accessible to Chicago girls through the inauguration of hourly train and motor coach service by the South Shore Line. The trip takes about two hours; and the summer excursion round trip costs only $3.20 from Chicago.

Board Not Expensive

Camp is open all summer. Weekends at Forest Beach cost $2.00 from Saturday before supper to Sunday after supper. Board and room by the week is $12.

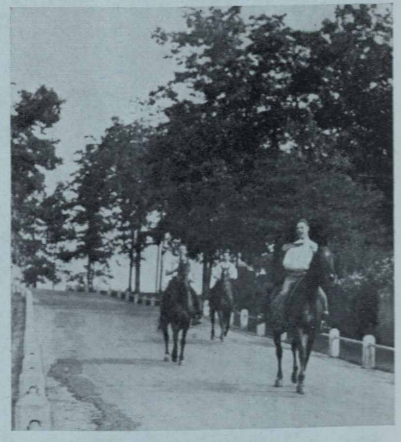
If you think you would enjoy a weekend or longer at this camp, call at the Central Branch of the Chicago Y. W. C. A., located at 59 E. Monroe street, Chicago. Telephone is Randolph 2420.

Conductor Commended

A letter commending O. W. Callahan, South Shore Line conductor, has been received from Mrs. Blanche H. Moran, 6301 Lakewood Ave., Chicago. Mrs. Moran's letter was in appreciation of courteous treatment accorded her by Mr. Callahan. The letter, addressed to J. K. Gray, general superintendent, follows:

"May I call your attention to the very kind and courteous treatment which I received from one of your conductors, Mr. Callahan, last night, on the train which left Michigan City at 9:48 p. m., city time. Earlier in the evening I had met with an automobile accident which upset me greatly and the kindness which was shown me by Mr. Callahan was indeed appreciated."

Vacationists Ride Daily



Vacationists in Michigan City, Grand Beach, Lakeside, St. Joseph and Benton Harbor who enjoy riding find conveniently located stables with mounts for hire at reasonable rates.

EXTRA WEEK-END TRAINS HANDY FOR DUNES FANS

The constantly growing number of persons who will scarcely permit a weekend to go by without a visit to the famous sand dunes of northern Indiana have found the extra week-end service of the Chicago South Shore and South Bend Railroad exactly suited to their convenience.

Extra service Saturdays and Sundays between Gary and Michigan City was begun last month.

Each Saturday until August 31, trains out of Chicago at 1:30, 2:30 and 3:30 p. m., which formerly operated only as far as Gary, continue to Michigan City, furnishing service to points between the two cities.

Each Sunday until September 1, extra eastbound trains leave Chicago at 8:32, 9:30 and 10:31 a. m., and extra westbound trains leave Michigan City at 5:52, 7:05 and 8:05 p. m.

This service is all additional to the regularly hourly service out of the Randolph street I. C. station, Chicago, every hour on the hour.

LONG BEACH COACHES OPERATE EVERY HOUR

Summer schedules offering hourly service on the Long Beach-Michigan City motor coach route are now in effect, the Shore Line Motor Coach company has announced.

Coaches for Long Beach week days leave the Michigan City South Shore station at 5:45, 6:45, 7:50 a. m., and every hour (50 minutes after the hour) thereafter until 2:50 p. m., then 3:35, 4:35 and every hour (35 minutes after the hour) until the last coach at 11:35 p. m.

The same schedule applies on Sundays except for the coach leaving at 5:45 a. m. which operates week days only.

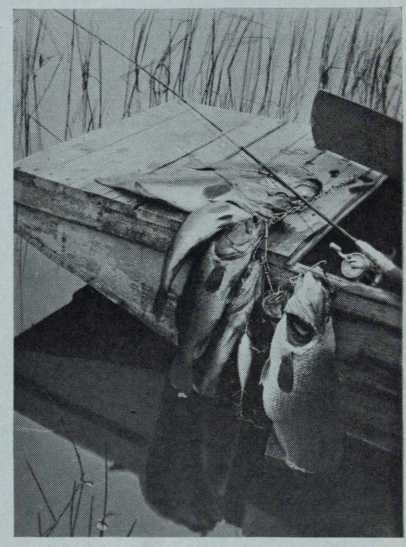
Coaches from Michigan City operate only as far as stop No. 30, except those leaving at 8:50 a. m., 11:50 a. m., 3:35 p. m., 7:35, and 9:35 p. m., which operate to stop No. 31½.

Returning, the first coach in the mornings week days will leave beach stop No. 30 at 6:10, the second at 7:10, and then at 8:15, 9:15 and every hour (15 minutes after the hour) until 2:15 p. m., then 3:00 p. m., 4:00 p. m., and every hour on the hour until the last coach at 12 midnight.

The same schedule will be effective Sundays with the exception of the coach at 6:10 a. m., which operates week days only.

Coaches for Michigan City leave beach stop No. 31½ at 9:10 a. m., 12:10 p. m., 3:55, 7:55 and 9:55.

Fishing Season Opens



The fishing season is in full swing in Michigan and Indiana. If you've never tried Hudson Lake, on the South Shore Line east of Michigan City, pack a lunch and hop on one of the trains. It is less than two hours from Chicago.

A Bouquet

How Temple Williams, secretary of the Dodge Manufacturing Corporation at Mishawaka, appreciates the service of the South Shore Line is told in the following letter received from him by O. H. Hansen, auditor of passenger revenue at Michigan City:

"I want to thank you for your very prompt and courteous reply to my letter of the 23rd with reference to the over-collection of 90 mileage coupons. When I at first suggested that I would write you and would promptly obtain a refund of this excess, other people in our organization laughed at the idea, but I told them that from previous experiences with the service of the South Shore when things went wrong, I knew I would get this back and very promptly. I have not been disappointed and am only the more convinced that the South Shore Line is entitled to all the awards of merit which it has received in the last year."

Road Completes Major Rail Relay

THE Chicago South Shore and South Bend Railroad recently completed its extensive 1929 track maintenance and repair program. All the projects were completed prior to July 1, which marks the opening of the road's heaviest traffic during the height of the resort season.

Three major projects, embracing one-fourth of the trackage of the railroad, were included in this program.

Relay 25 Miles

The largest of these jobs was the re-laying of approximately 25 miles of single track between Michigan City and South Bend. Hundred-pound rail and hundred-pound special work were put down in place of seventy-pound rail. Ties were creosote treated and all track was tie-plated. Four and one-half miles of track from Wilhelm to Hillside, east of Michigan City, was re-laid with one hundred-pound rail in 1929.

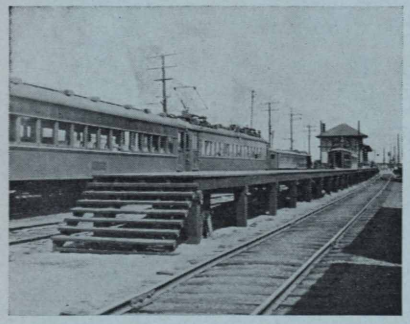
Hammond and South Bend

Seven-tenths of a mile of double track, from Sheffield Ave., to Ash St. was re-laid in Hammond with one hundred-pound rail, together with all new one hundred-pound special work. Creosoted ties and tie-plates were used.

Hundred-pound rail also was laid in South Bend, on La Salle Ave., from Lincolnway to Laporte Ave. Hundred-pound continuous joints were used on this job. The rail was laid on concrete base.

These rail replacements are an aid to smoother and more comfortable operation.

Extend Gary Platform



Seven and eight car trains can be handled easily at the Gary station now that the platforms have been extended. Rapid growth of South Shore Line service and the necessity for handling longer trains brought about the extension.

Picnic Nooks Galore

There are a thousand nooks in northern Indiana and southwestern Michigan for you to spread your lunch the next time you feel the gypsy urge. Try Tremont in the Dunes, or Hudson Lake, east of Michigan City via South Shore Line, or Harbert on the Michigan City-Benton Harbor motor coach route.

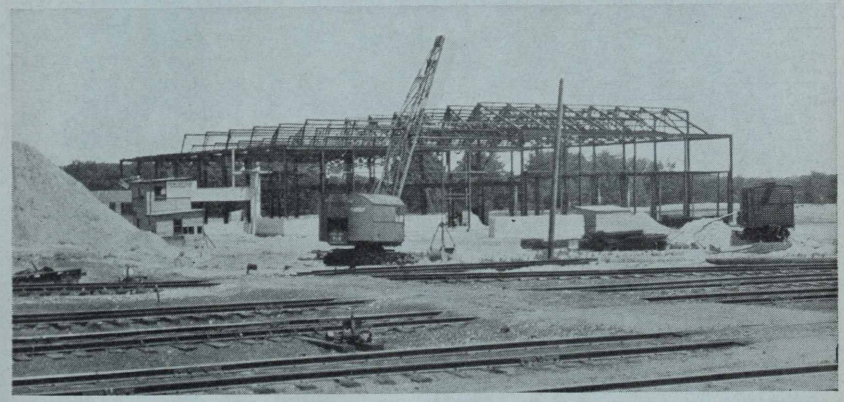
ROOF OF NEW SHOP NOW BEING BUILT

Structural steel work has been completed on the new shop building which the Chicago South Shore and South Bend Railroad is erecting in Michigan City.

Brick laying is well under way while a start has been made in the building of the roof. Workmen have begun excavating on the pits over which cars will be run for repairs.

The cranes which will be used for handling heavy equipment in the repair shops have been ordered and are expected to arrive at the site shortly. It is expected that the building will be completed by the end of the year.

New Shop Building Takes Form



The new shop at Michigan City, which will be a handsome building of white brick, is nearing completion and will be ready for occupancy within the next month. It is situated just east of the present shop building, on the north side of the South Shore tracks.

TRAINMEN WILL BE GLAD TO OPEN YOUR WINDOW

Because of the dust and rain and the cold air which every housewife knows sifts through the ordinary window, the windows of the South Shore trains are built of heavy material and made to fit tightly.

It is often impossible to open them without the aid of a "window opener" with which every trainman is equipped.

He will be glad to use the opener any time he is called upon, and passengers are urged to solicit his help if they desire more ventilation.

And Another

A thousand per cent elevation in his opinion of the South Shore Line is reported by L. S. Stinson of the Eliott Company, Chicago, following the speedy return of property he left on one of the trains. John Guyer, night dispatcher at Michigan City, located a brief case which Mr. Stinson had left on a train at Hammond. The letter, addressed to the general manager, follows:

"Recently while riding the South Shore I got off at Hammond and very carelessly left my brief case on the car. I did not miss it in Hammond, but later in the evening after having returned to Chicago, I realized what had happened, and as there were some papers in the brief case that I needed very badly the next morning, I thought possibly I could arrange to get it back by then.

"After calling your Information Bureau at Randolph Street and being unable to get any information there, I called South Bend, thinking the train I had been on terminated there and was advised by your ticket agent to call your night dispatcher at Michigan City, which I did. The prompt, courteous and intelligent help which this gentleman gave me and the efficient way in which he located this brief case and had it returned to Chicago that night so that I was able to secure it early next morning, elevated my opinion of the South Shore Lines about 1000 per cent. Upon inquiring I find this night dispatcher's name is John Guyer, and I want to express to you my appreciation of his courtesy and service."

40 MID-WEST CITIES VIE FOR MUSIC HONORS AUG. 23

Approximately 40 cities in the Middle West will hold civic music contests during the first part of August to select representatives to the Chicago Music Festival at Soldier Field, August 23.

This event looms large in the musical world; and many music lovers from the South Shore Line's territory are expected to attend. Soldier Field is only a few steps from the Roosevelt Road station in Chicago.

ROBINS AT CUB'S PARK FOUR DAYS IN AUGUST

The Cubs will spend most of August in Chicago affording a splendid opportunity to see the 1929 pennant winners on their home field. Games scheduled at Cub's Park follow: August:

1, 2, 3	Pittsburgh
8, 9, 10, 11	Boston
12, 13, 14, 15	Brooklyn
16, 17, 18, 19	Philadelphia
21, 22, 23, 24	New York
26, 27	Pittsburgh
28, 29, 30, 31	St. Louis

To reach Cub's Park leave the South Shore Line at Randolph St., and take a north side Elevated train to Addison St.

The Dunes

A purple mist, a hazy shroud,
A rumbling roar as breakers loud
Come rolling in upon the shore,
A host which has for-ever-more
Been welcoming all those who might
Come visiting by day or night,
This place in which our God communes,
This place which we would call the Dunes.

It seems that these pure heaps of gold
Are here to make a mere man hold
His breath, in very wonderment
That he may gaze in full content
Upon this very wondrous work
Of our Lord, who didn't shirk
In spreading beauty everywhere,
That we his beauteous works might share.

Clear from the lake unto the marsh,
It seems that there is not one harsh
Nor beauty-lacking spot which should
Be changed, if we but only could;
For rolling dune and wooded knoll
Are written there but like a scroll
Upon the face of God's great earth,
A tale of beauty and of worth.

The tumbleweed, the grass and pine
Are all a part of this gold mine
Of hidden nooks and small vales where
We stumble on, and standing there,
We know that we are face to face
With beauty which in other place
Is lacking, and our mind is set
That in the Dunes our God we've met.

Wilbur B. McKeeman.
In Gary Post-Tribune.

A Suggestion
Dining Car Service

Special South Shore Dinner

Tomato Juice or
Fruit Cocktail, Maraschino

Scotch Mutton Broth
Cold Jellied Consomme

Sweet Mixed Pickles

Choice
Broiled Whitefish, Maitre D'Hotel
Omelette with Strawberry Preserves
Broiled Lamb Chops with Bacon
Roast Prime Rib of Beef, au jus
Grilled South Shore Sirloin Steak
Cold Tongue, Potato Salad

Potatoes Persillade Buttered Cauliflower

Lettuce and Cucumber Salad,
French Dressing

Choice
Fresh Berries with Cream
Apple or Cherry Pie
Ice Cream with Wafers
Pabst-ett with Saltine Wafers

Corn Muffins

Coffee Iced Tea Milk Buttermilk

$1.50 per Person

$4.75 EXCURSION TO BENTON HARBOR, ST. JOE

Low summer round trip fares between Chicago and the twin cities of Benton Harbor and St. Joseph have been placed in effect by the South Shore Line.

Excursion rates to the lakeside resorts of southwestern Michigan between Michigan City and Benton Harbor are also in force.

Twenty-one day round trip tickets to Benton Harbor and St. Joseph are $4.75. The rate to Stevensville is $4.30; to Bridgman $4.05; Sawyer $3.85; Harbert $3.75; Lakeside $3.60; Union Pier $3.55; New Buffalo $3.20, and Grand Beach $3.05.

The trip as far as Michigan City is made via fast South Shore electric trains. There a South Shore motor coach meets each train during the day and travels the new paved highway, U. S. No. 12 to Benton Harbor. The whole trip requires approximately three hours.

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South Shore Lines

for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 5 SEPTEMBER, 1930 No. 11

Motor Coach Service to Benton Harbor Every 2 Hours After Sept. 8

FALL schedules, featuring service every two hours via motor coach and train between downtown Chicago and Benton Harbor will be placed in effect by the Chicago South Shore and South Bend Railroad on Monday, September 8.

Trains and motor coaches will continue to operate on daylight saving time until it is discontinued in the communities served by the road, September 28.

Every Two Hours to Benton Harbor

Limited trains of the South Shore Line leaving Chicago at 5 a. m., 7 a. m., 9 a. m., 11 a. m., 1 p. m., 3 p. m., 5:15 p. m., and 7 p. m., connect at Michigan City station with motor coaches for Grand Beach, New Buffalo, Union Pier, Lakeside and other communities on U. S. Highway No. 12 to St. Joseph and Benton Harbor.

Service every two hours is also maintained from Benton Harbor and St. Joseph to Chicago under the fall schedule. Motor coaches leave Benton Harbor at 6:10 a. m., 8:10 a. m., 10:10 a. m., 12:10 p. m., 2:10 p. m., 4:10 p. m., 6:10 p. m., and 8:10 p. m., and onnect at Michigan City station with South nore Line express trains for downtown Chicago.

Use New U. S. Highway

Motor coaches between Michigan City and Benton Harbor operate over the new paved road, U. S. Highway No. 12 all the way.

Special low round trip fares from Chicago to points in Southwestern Michigan between Michigan City and Benton Harbor are also in effect.

South Shore Line trains enter and leave Chicago over the tracks of the Illinois Central Suburban system between Randolph street station and Kensington.

RENEW TRACKS AND PAVING IN E. CHICAGO

The tracks of the Chicago South Shore and South Bend Railroad on Chicago avenue, the principal business street of East Chicago, Indiana, are being relaid between Grasselli avenue and White Oak avenue.

This is a distance of 1.69 miles of double track or 3.38 miles of single track.

Change In Service

Starting September 2 the half-hourly train service weekends between Michigan City, Tremont (Indiana Dunes State Park) and Chicago will be discontinued.

September 8, fall timefolders will become effective with coordinated train and motor coach service every two hours between Chicago and Benton Harbor.

Trains and motor coaches will continue to operate on daylight saving time until the cities served by the road revert to Standard time, September 28.

It is expected work will be finished October 1.

Creosote treated ties are being used with tie plates and 70 and 700 pound rail. More than 60 per cent of the old ties are being replaced.

Tarmac is being used for surfacing the street between the tracks.

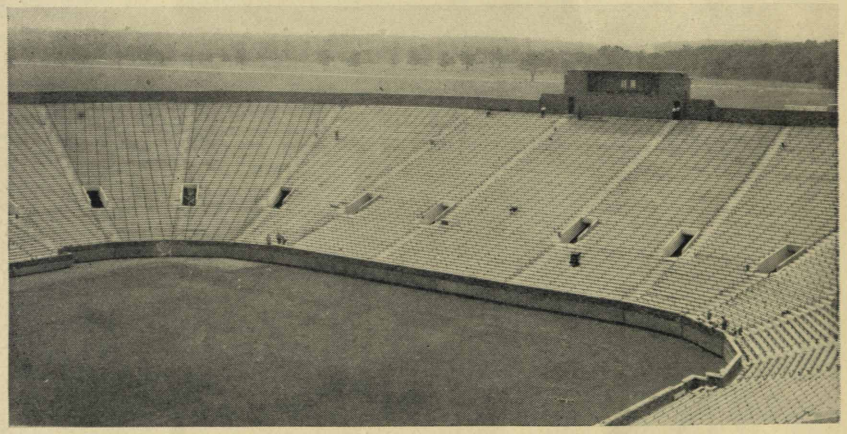
YOUNGSTERS TURN OUT AS GIANTS USE ROAD

The platforms of South Shore Line stations between Chicago and Michigan City were crowded with boys, many of them barefoot, all of them excited, the morning of August 25, when the Giants, New York City's National league baseball team, used the road's service to Benton Harbor for an exhibition game with the House of David team.

A special car, attached to a regular train, carried the players to Michigan City where a chartered South Shore Line motor coach was used to Benton Harbor.

After the game the South Shore Line motor coach transported the party to South Bend where a train for New York was boarded.

New Stadium to Be Dedicated



Here's a corner of the new stadium, to seat 54,000 persons, which will be dedicated October 11 against the U. S. Naval Academy by the Notre Dame football team. This monster athletic arena answers the long felt need for adequate facilities for handling football crowds in South Bend. Heretofore it has been necessary to play many important games away from South Bend because of cramped quarters.

Knute Rockne, outstanding American football coach, and director of athletics at Notre Dame, is building another great team this year at South Bend. He is shown lecturing some of his charges.

IRISH TO PLAY FIVE GAMES IN NEW BOWL

The finishing touches are being put on the new football stadium at the University of Notre Dame in South Bend in preparation for what promises to be one of the best seasons the Irish team has ever had.

Five games will be played in South Bend this year, the Southern Methodists on October 4; the Navy, October 11; Carnegie Tech, October 18; Indiana, November 1, and Drake November 15.

One game will be played at Soldier Field, in Grant Park, Chicago, against the Army, November 29; and one game will be played in Evanston against Northwestern, Nov 22.

Because of the fast time the South Shore Line makes between Chicago and South Bend, and because of the comfort, convenience and frequency of service, the road has always been a favorite with Notre Dame football fans. Extensive preparations are now being made to accommodate those who will use the South Shore Line for the games in South Bend and Chicago this fall.

A diagram of the stadium is now on display in the window of the South Shore Line station at South Bend for the guidance of prospective purchasers of seats. Inquiries for tickets should be directed to the university at South Bend.

$200,000,000 To Be Spent in Calumet

THE Calumet district of northwestern Indiana is forging ahead as rapidly as ever, according to the semi-annual survey of the First Trust and Savings bank of Hammond.

The survey reveals that a tremendous industrial, commercial, and civic expansion program, estimated at $200,000,000, has been instituted since the first of the year, indicating that the region is busily preparing for the future and that its confidence in an early upturn of economic prosperity is unshaken.

Many New Projects

Leading this exceptionally extensive program are the manifold industries of the district. They are unusually active at present, either in erecting new producing units here or in expanding or modernizing those already in operation.

The bank survey lists the following among industrial developments since Jan. 1, 1930:

To Build Elevators

The Standard Steel Specialty company of Beavers Falls, Pa., purchased 11 acres of ground and equipment of the old Illinois Car company plant in Hammond for an elevator producing unit.

The United States Steel corporation started a $60,000,000 expansion and modernization program for its Gary plant, which will almost double the present ingot capacity.

New Steel Mill

The National Steel company of Pittsburgh purchased a 1,100 acre site in Porter county, just east of Gary, for a proposed $50,000,000 steel mill, the plans for which are now being rushed to completion.

In connection with the foregoing development a 1,400 acre townsite is taking form at Port Williams, near the site of the proposed mill, involving an ultimate expenditure of millions of dollars for improvements and residences.

The first producing unit of the $12,000,000 Empire Oil Refining company refinery at East Chicago was placed in operation and construction operations on additional units were started immediately thereafter.

More Empire Units

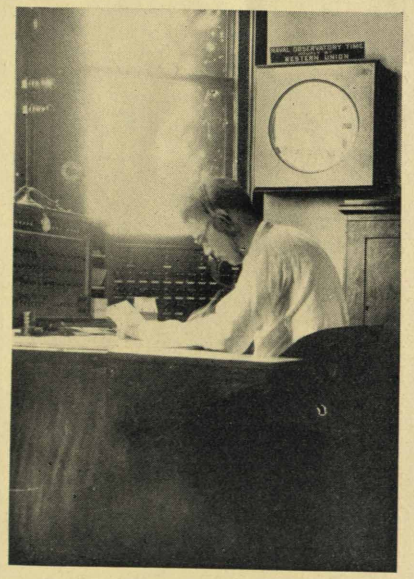
At the same time the Empire company announced that its $15,000,000 Texas-Empire pipe line, extending 700 miles from Oklahoma to this district, had been completed and was placed into service, pumping crude oil to the local Empire refinery.

The State Line Generating company plant on the lake front in North Hammond is augmenting its present kilowatt capacity with two new turbo generators, to be installed as soon as delivered.

The Youngstown Sheet and Tube company completed its $1,000,000 10-inch merchant mill at its Indiana Harbor plant and immediately started plans to erect a new 18 inch mill and three 250 ton blast furnaces, the cost for which will run into millions.

The Jones and Laughlin Steel corporation appropriated $15,000,000 for the continued development of its 1,400 acre site in Hammond, indicating that it has not abandoned plans for its proposed $75,000,000 steel mill.

Unseen Service



Unless you happen—sometime as you are rushed past the South Shore Line's general offices in Michigan City—to glance toward the large bay windows which face the tracks, you'll probably never see the dispatcher at his desk. But he is always there, day and night, with his fingers on the pulse of the railroad. With the telephone and electric signals he regulates the coming and going of every train. In the early morning hours, when there are only a few passenger trains, he must dispatch the bulk of the road's freight business.

Michigan Village Lures Vacationists

BRIDGMAN, Michigan, on Lake Michigan, served by the motor coaches of the Benton Harbor division of the Chicago South Shore and South Bend Railroad, is a thriving little community of 850, in the rich Michigan fruit belt.

There is much there to attract the summer visitor who likes water sports and golf, and enjoys the placid life of the small town.

A beautiful dunes beach and hilly woodland of 23 acres has been set aside as a public park; and a dance hall, bath house and refreshment stand are provided for the summer visitor.

Those who enjoy golf can use the semi-public links of the Bridgman club, a beautiful, well-trapped, nine-hole course which is never crowded.

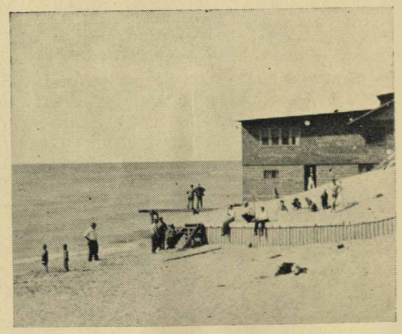
The splendid beach has attracted two organizations which maintain permanent camps in Bridgman. The Boy Scout troops of Oak Park, Illinois, have their summer headquarters in Bridgman at the Wilderness, a camp accommodating more than 100 boys. The First Congregational church of Chicago, located at Washington Boulevard and Ashland Avenue, has a camp in Bridgman with an average summer population of 100.

Because of its location in the fruit belt, much of the village's business centers in the production and marketing of peaches, grapes, apples and pears. A large canning factory is located there; and eight nursery firms operate out of Bridgman. Many of the farmers in the district grow nursery stock on contract for these firms. This nursery stock is shipped to the four corners of the United States.

The community has also attracted several industrial projects. The Mathieu and Sons Foundry company, making parts for printing presses, is in Bridgman, as is the Gast Manufacturing company, producing a paint spraying machine.

Several pieces of land near Bridgman have been subdivided within the last few years, and summer cottages on and near the lake front are beginning to appear.

Bridgman Beach



A corner of the dunes beach at Bridgman, showing the bath house and dance pavilion. The public park maintained by this enterprising little village of the Michigan fruit belt comprises 23 acres, and is near the highway traversed by the South Shore Line's Benton Harbor motor coaches.

FISHING IS GOOD AT HUDSON LAKE RESORT

Hudson Lake, on the South Shore Line between Michigan City and South Bend, has afforded exceptionally good fishing this season, and many anglers have taken advantage of the hourly train service to this resort to enjoy the sport.

The popular beach resort there will remain open during September, the management has announced.

In the Dining Car

A Suggestion

Special South Shore Dinner

Grapefruit Juice or Sea Food Cocktail
Spring Vegetable Soup
Sweet Cucumber Rings
Choice
Broiled Whitefish, Maitre d'Hotel
Red Currant Jelly Omelet
Fried Milk-Fed Chicken (half), Country Style
Roast Leg of Spring Lamb, Mint Jelly
Grilled South Shore Sirloin Steak
New Potatoes in Cream
New Asparagus, Polonaise
Combination Salad, Chiffonade Dressing
Choice
Blackberry or Fresh Rhubarb Pie
Ice Cream with Wafers
Imperial Cheese
Whole Wheat Muffins
Coffee Tea Milk
$1.50 per Person

SURGEON LAUDS DUNES COUNTRY IN RADIO TALK

The Indiana dunes country between Gary and Tremont will become one of the world's greatest playgrounds, in the opinion of Dr. Francis E. Richardson, Chicago surgeon, who addressed a radio audience over WJKS at Gary.

"With Lake Michigan's sandy shore . . . rugged natural park . . . good roads and rapid transportation, there is not a doubt in my mind that the Indiana dunes between Gary and Tremont are destined to become one of the world's greatest playgrounds," he told his audience.

Dr. Richardson first became interested in the dune country by seeking a community with health-giving atmosphere and sunshine, easily accessible to Chicago, where patients of moderate means could recuperate at small expense.

September Baseball

At Cub's Park:

7 ..... Pittsburgh
26, 27, 28 ..... Cincinnati

Leave the South Shore Line train at Randolph street and take a north side elevated train to Addison street.

At Sox Park:

4, 5, 6, 7 ..... Cleveland
9, 10, 11 ..... Boston
12, 13, 14, 15 ..... Washington
16, 17, 18 ..... Philadelphia
19, 20, 21 ..... New York

Leave the South Shore Line train at Roosevelt Road, walk two blocks west to the elevated and take a south side train to 35th street.

Trophies Shown Chicagoans

The Election Traction speedy trophy, the Coffin gold medal award and the Public Utilities Advertising Association cup, all won within the last two years by the Chicago South Shore and South Bend Railroad were features of a display of trophies won by Chicago electric railways exhibited recently in the window of the Outing and Recreation Bureau at 72 W. Adams street, Chicago.

A Hitch in Hitch-Hiking

The practice of "thumbing" for rides has become an annoying business. That it is also extremely dangerous for the good-natured motorist to pick up strangers has been proved in innumerable cases.

Some of these motorists have been murdered by their "pick-ups," and many others have been beaten and robbed of money and cars. Still others have had to defend suits brought for injuries by the thumbers to whom they gave assistance, and on several occasions innocent motorists have become involved with the courts for aiding fugitives, youthful runaways and delinquent girls.

While some states have taken official action to stop ride-begging on their highways, the one way to put a stop to the nuisance is for motorists everywhere to pass the thumbers by. The only persons who can put a real hitch in hitch-hiking are the motorists themselves. Motor clubs could save some of their members much embarrassment and grief, by acquainting them of the dangers they run by picking up strangers on the highways.—Cincinnati Enquirer.

CENSUS SHOWS GAINS FOR SOUTH SHORE CITIES

Principal cities in the territory served by the Chicago South Shore and South Bend Railroad outside of Chicago show a population increase of 59.5 per cent in the past ten years, according to 1930 census figures.

Cities taken into account include South Bend, Michigan City, Gary, East Chicago and Hammond. Following are the tabulations:

Cities	Population 1930	1920	Per cent increase
South Bend	103,677	70,983	46.1
Michigan City	26,765	19,457	37.6
Gary	98,189	55,378	77.3
East Chicago	54,575	35,967	51.7
Hammond	64,223	36,004	78.4
Total	347,429	217,789	59.5

South Bend had the largest population and Hammond showed the largest increase in the decade, the 1930 census revealed.

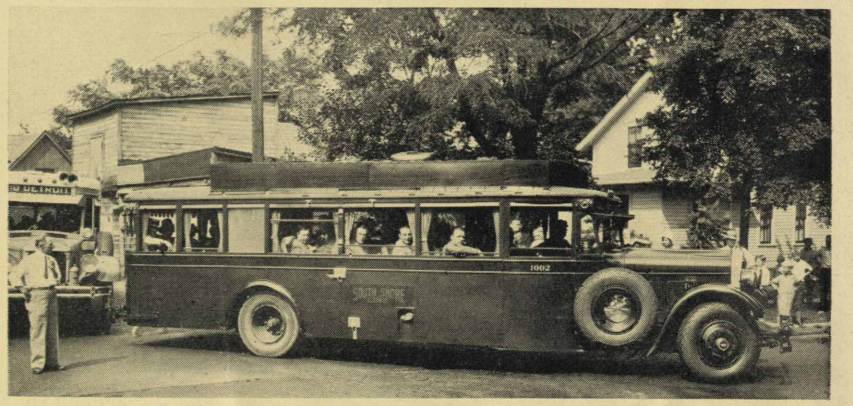
Chicago's population increased from 2,701,705 in 1920 to 3,373,353 in 1930, a gain of 24.87 per cent.

Benton Harbor and St. Joseph, Michigan, served by the South Shore Line motor coach division via Michigan City, also show proportionate increases. These cities and Michigan City, however, do not receive full benefit from the census figures since thousands of summer residents within their limits and in neighboring resorts on Lake Michigan have legal residences elsewhere and thus are not accredited to them.

Refreshments After the Trip

Serving hundreds of South Shore Line patrons every day, the soda fountains and lunch counters in the South Shore stations at Gary, Michigan City, South Bend and Benton Harbor maintain their reputation of cleanliness, economy and service. Pictured above is the Michigan City concession, one of the largest .

New York Giants Travel South Shore



When the New York Giants, National league baseball team, had an engagement to play the House of David nine in Benton Harbor last month, they chose the Chicago South Shore and South Bend Railroad. A special car attached to a regular South Shore train bore the players from Chicago to Michigan City, where they changed to a South Shore Line motor coach for the trip to Benton Harbor. The coach was chartered for the remainder of the day and was used to carry the team to South Bend after the game.

EXHIBIT PROVES EGYPTIAN ARTISTS WERE GALLANT

The artists of ancient Egypt displayed a notable gallantry to women. In the portrait statues they made it was an art convention that a woman subject must never be represented either as being obese or as showing traces of the burden of years, according to Dr. George T. Allen, Egyptologist of the Field Museum of Natural History. In the statues of men only was obesity or old age indicated, and even the males were usually represented in the ideal slenderness of youth or the vigor of the prime of life, Dr. Allen states.

The Egyptians believed that the soul could occupy the figures at will, and thus participate in the offering made at the tomb or in the holiday festivities of the gods.

Egyptian statues show the influence of both realism and idealism, Dr. Allen states. "In order that the soul could recognize its body, there was a tendency to individualize the face to represent the clothing, and to paint the entire figure with appropriate colors.

SERVICE ANNUITIES TO BE GRANTED EMPLOYES

Inauguration of the Midland United Company Service Annuity plan by the Chicago South Shore and South Bend Railroad, through which employes will be retired with pensions as a reward for service, has been announced, effective as of August 15.

Men employes who attain the age of 65 years while in the service of the company, and women employes who attain the age of 60 years while in service will be eligible to retirement with a pension, after he or she shall have been credited with 20 years or more continuous service with the company or predecessor companies.

The annuity for each employe retired will be an amount equal to two per cent of the average annual salary for the period of his or her continuous service to the date of retirement, multiplied by the number of years of service, not to exceed an amount equal to 50 per cent of the employe's rate of pay during the last year of service. The maximum pension for retired employes will be $6,000 a year.

Employes of the company will not be required to make any payments into the annuity fund as the road will maintain the fund and the payment of pensions as a reward for faithful service.

W. B. Conkey's---A Bindery In a Park

IT IS quite probable the hymn book you used last Sunday in Sunday school, or the speller you were made to ponder over on some lazy spring day, many years ago, was printed and bound in Hammond, Indiana.

For the W. B. Conkey Company, located at Conkey avenue and the Erie railroad tracks, has been specializing in the production of school and church books, dictionaries, bibles, encyclopedias, reference books and catalogs for more than 50 years.

Use Fifty Presses

Fifty presses are used to print the average of 25,000 volumes which are finished here every day.

The plant with the park in which it stands, covers more than one square block of city property. The grounds are spotted with trees and shrubbery surrounding an attractive lagoon, interlaced with paths and maintained with all the meticulous care of a large estate.

ELECTRIC RAILWAY CAR PURCHASES INCREASE

Electric railways of the United States purchased almost as many new cars in the first quarter of 1930 as in the entire year of 1929. This is in accordance with the transportation lines' statement to President Hoover made at the beginning of the current year.

PARLOR CAR SERVICE ENLISTS NEW PATRONS

The deluxe service furnished patrons of the South Shore Line has proved increasingly popular during the last few months.

The luxuriousness of the parlor cars and their many refinements make them a favorite means of travel with all who have tried them. The large, comfortable easy chairs and the excellently appointed ladies' lounge and men's smoking room are among popular features of the parlor car. Three trains daily each way carry both dining cars and parlor cars and two other trains each way carry parlor-observation cars. Dining car trains leave Randolph St., Chicago, at 8:00 a. m., 12 noon and 5:15 p. m. and leave South Bend at 7:00 a. m., 12 noon and 5:00 p. m. Parlor car trains leave South Bend and Chicago at 10:00 a. m. and 3:00 p. m.

The dining car service features a special noon luncheon for one dollar and a special evening dinner for one dollar and a half. A la carte service is offered patrons as a variation from the special menu.

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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 5 OCTOBER, 1930 No. 12

"Twin Cities" Famed as Health Resorts

ST. JOSEPH and Benton Harbor—Michigan's "twin cities" served every other hour by South Shore Line motor coaches—have acquired considerable fame as health resorts during the last few years because of the unusual properties of mineral waters found in both communities.

Sufferers from rheumatism and allied disorders patronize the mineral baths of the two cities in increasing numbers. The convenient and rapid service of the South Shore Line now make these baths easily accessible to Chicagoans and residents of the Calumet district.

Sulpho-Saline Water

The water is of the sulpho-saline variety and is pumped from deep wells into tanks which are connected by a system of pipes with the boilers so that the water can be heated to any temperature desired. The main ingredients of the water are chlorides of sodium and calcium.

Their action can thus be explained by the irritant effects of these ingredients upon the sensory nerve endings in the skin, stimulating by reflex action the whole nervous system.

Muscles Resume Normal Functions

By these means inflammatory thickenings and effusions are removed; nutrition of nervous, muscular and other tissues is favorably influenced and the joints and muscles of rheumatic and gouty patients become less sensitive and resume their normal functions.

These mineral baths are generally given in a course of twenty-two, the price of which is $20.00, but patients may also take a course of eleven baths for $10.00, or take a single bath whenever they choose at a cost of $1.00. An additional fee of fifty cents per bath is charged for an attendant.

YOU CAN EASILY SEE 7 NOTRE DAME GAMES

Admirers of the Notre Dame football team who live in the territory served by the South Shore Line will have an opportunity to see Coach Knute Rockne's squad in action seven times during the 1930 season.

Five games will be played in South Bend, one in Chicago and one in Evanston.

In South Bend, Notre Dame will play the Southern Methodists on October 4; the Navy on October 11; Carnegie Tech, October 18; Indiana, November 1, and Drake, November 15.

At Soldier Field, in Chicago, Notre Dame will meet the Army, November 29.

At Dyche Stadium, in Evanston, Notre Dame will play Northwestern, November 22.

Because of the fast time the South Shore Line makes between Chicago and South Bend, and because of the comfort, convenience and frequency of service, the road has always been a favorite with Notre Dame football fans.

Sets Record

A unique air record was established in the "Miss South Shore," Stout Air Lines transport plane which received its name from the Chicago South Shore and South Bend Railroad. Pilot W. E. Larned flew it "blind" for 250 miles carrying 11 passengers, just to demonstrate how dependable his instruments are. The South Shore Line and the Stout Air Lines provide joint air-rail service between Chicago and Cleveland, passengers transferring from the South Shore Line at South Bend.

Set Clocks Back One Hour, Sept. 28

TRAINS and motor coaches of the Chicago South Shore and South Bend Railroad began operating on Central Standard Time, Sunday, September 28. The change from daylight time was made on that date to conform with the communities served by the road.

At the same time new timetables became effective, showing a 10-minute reduction in running time of six trains between Chicago and South Bend.

Arrive 10 Minutes Earlier

These trains, formerly arriving in South Bend at 9:30 and 11:30 a. m., and at 1:30, 3:30, 4:30 and 6:30 p. m., now arrive 10 minutes earlier.

The only other important change shown in the new timetable was in the departure time of the early morning train from Chicago. It now leaves the Randolph street Illinois Central station at 2:15 instead of 2:30 a. m., and is moved forward 15 minutes at all stations.

Every Other Hour to Benton Harbor

Trains for South Bend continue to leave the Randolph street Illinois Central station every hour on the hour; and trains for Gary every half hour on the hour and half hour. Stops are made at Van Buren, Roosevelt road, 53rd, 63rd and Kensington station in Chicago.

Trains making direct connections with motor coaches for Benton Harbor leave Randolph street every two hours, at 5, 7, 9 and 11 a. m., and at 1, 3, 5:15 and 7 p. m.

Parlor observation cars are attached to trains leaving Randolph street at 8 a. m., 10 a. m., 12 noon, 3 p. m., and 5:15 p. m. Diners, as well as parlor cars, are attached to trains leaving at 8 a. m., 12 noon and 5:15 p. m.

BENTON HARBOR COACHES OPERATE EVERY 2 HOURS

Winter schedules, featuring service every two hours via motor coach and train between downtown Chicago and St. Joseph and Benton Harbor are now in effect. Trains and motor coaches now operate on Central Standard Time, the change being made September 28, at the time the communities served by the road reverted to the slow time.

Every Two Hours To Benton Harbor

Limited trains of the South Shore Line leaving Chicago at 5 a. m., 7 a. m., 9 a. m., 11 a. m., 1 p. m., 3 p. m., 5:15 p. m., and 7 p. m., connect at Michigan City station with motor coaches for Grand Beach, New Buffalo, Union Pier, Lakeside and other communities on U. S. Highway No. 12 to St. Joseph and Benton Harbor.

Service every two hours is also maintained from Benton Harbor and St. Joseph to Chicago under the winter schedule. Motor coaches leave Benton Harbor at 6:10 a. m. 8:10 a. m., 10:10 a. m., 12:10 p. m., 2:10 p. m., 4:10 p. m., 6:10 p. m., and 8:10 p. m., and connect at Michigan City station with South Shore Line express trains for downtown Chicago.

Use New U. S. Highway

Motor coaches between Michigan City and Benton Harbor operate over the new paved road, U. S. Highway No. 12 all the way.

Special low round trip fares from Chicago to points in Southwestern Michigan between Michigan City and Benton Harbor are also in effect.

PENNSYLVANIA FREIGHT INTERCHANGE FINISHED

As a further step in its expanding program of service to shippers and receivers of carload freight, the Chicago South Shore and South Bend Railroad has completed direct interchange connections with the Pennsylvania railroad west of Gary.

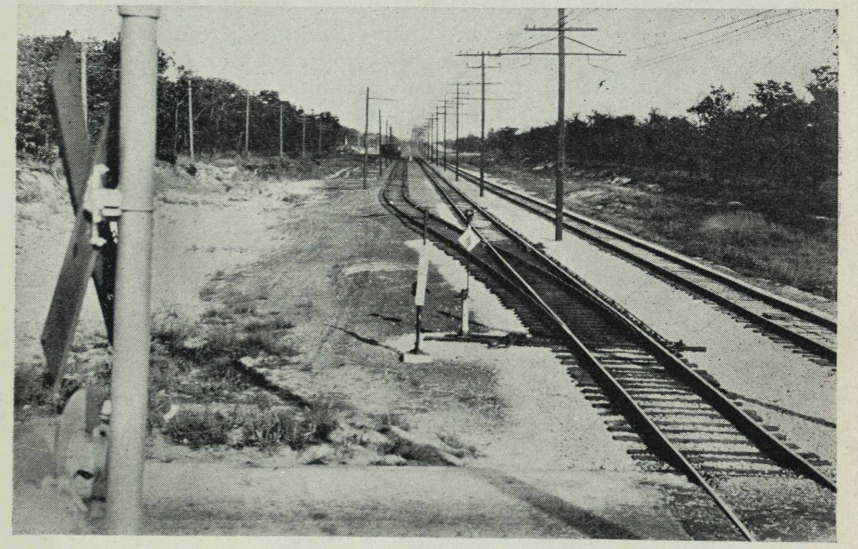
The interchange track leaves the South Shore Line east of Clark Road and joins the Pennsylvania just east of the Industrial highway. Capacity of the track is 66 cars, 33 receiving and 33 delivery.

The South Shore Line now has 14 direct freight interchange connections with steam railroads, according to C. H. Jones, general manager, and will continue to develop interchange facilities in step with the rapid growth of the territory it serves.

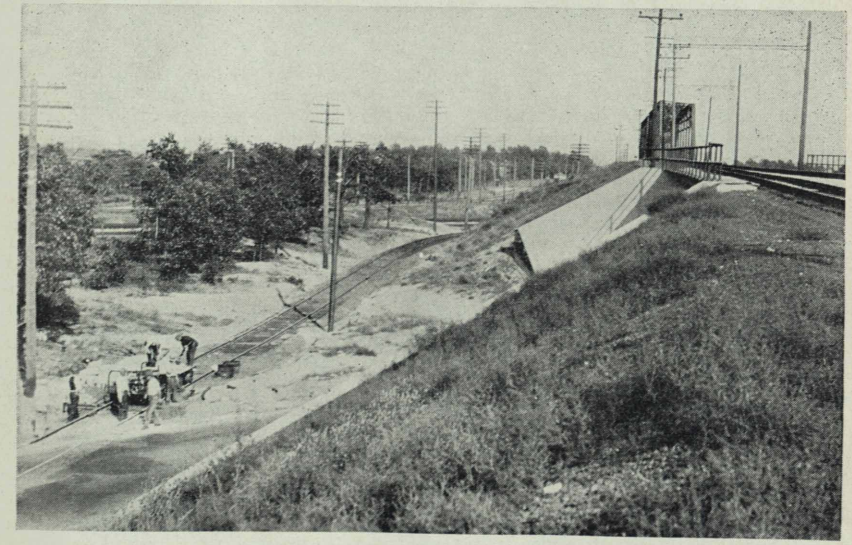
SOUTH SHORE ENGINEERS COMPLETE AIRPORT STUDY

A topographical study of the Michigan City airport has been made by the engineering department of the Chicago South Shore and South Bend Railroad for the Michigan City chamber of commerce. It will be used by the airport committee of that organization in planning improvements. The survey reveals that extensive grading is needed to put the field in shape.

Pennsylvania Interchange Is Completed



The track to the left of the South Shore Line main has just been put in and connects with the Pennsylvania Railroad for the interchange of freight. This view is taken looking east of Clark Road in Gary.



Looking east from Industrial Highway, Gary, the new freight interchange track is shown joining the Pennsylvania. A signal crew is at work installing flashers where the track crosses Industrial Highway.

Road Rebuilds East Chicago Tracks; But Hopes Courts Will Allow Removal

THE Chicago South Shore and South Bend Railroad has found it necessary to renew its tracks on Chicago avenue, in East Chicago, Indiana, but it is still the hope of the management that a favorable court decision will permit removal of these tracks to the private right of way recently acquired south of the Calumet River, according to Charles H. Jones, general manager.

"While we had hoped to be operating trains over the new right of way before it became necessary to rehabilitate the old tracks in Chicago avenue, legal obstacles and uncertainties delayed the project for so many months that we feared we would be unable to maintain our standards of service if the tracks were not rebuilt," Mr. Jones said.

"Consequently we have gone ahead, relaying the rail, putting in new ties, and paving the central portion of the street. The work should be finished by the middle of October."

To Appeal To Supreme Court

Judge E. Miles Norton of Lake County Circuit court at Crown Point, who last July set aside an order of the Public Service Commission of Indiana authorizing the removal. is expected to rule shortly on a motion for a rehearing filed by the railroad.

In the event the motion is denied, it is expected that the South Shore Line will appeal Judge Norton's decision to the state supreme court at Indianapolis.

The decision last summer came after the city of East Chicago had appealed to the court from the commission's order, alleging that the track removal was not in the public interest and that the commission lacked jurisdiction. The circuit court, while it indicated that removal of the tracks from Chicago Avenue was desirable, held that, under the Shively-Spencer Act, for the regulatoin of public utilities, the commission lacked jurisdiction.

Reduce Traffic Hazards

The removal of tracks from Chicago Avenue, Mr. Jones said, will greatly reduce traffic hazards and will cut operating time, thus improving service over the entire system from Chicago to South Bend.

Franchises were obtained more than a year ago from the cities of Hammond and Gary to make possible construction on the new right-of-way in those municipalities to connect with the portion that runs through East Chicago.

The South Shore Line on September 12, 1928, petitioned the East Chicago board of public works for authority to remove its tracks to the private right-of-way and for permission to cross public streets where necessary. This action was taken following efforts of city officials and business men, extending over three years, to have the tracks removed from Chicago Avenue.

Council Withholds Approval

On January 2, 1929, the board of public works entered into a franchise contract with the railroad authorizing the removal to the proposed right-of-way and shortly thereafter the contract was presented to the city council for approval. The council did not approve it, but tabled the matter. The railroad on May 31, 1929, appealed to the commission for permission to effect the removal. After hearing at which witnesses were interrogated, including East Chicago civic leaders who testified for the railroad, the commission on March 14, 1930, entered an order upholding the removal. It was from this order that the city appealed to the circuit court.

The South Shore Line in its plea for the private right-of-way, has maintained that, with East Chicago growing rapidly, congestion in its main thoroughfare under present conditions is certain to grow worse. In addition to the South Shore's double track in the street, there is the single track of the street railway. The South Shore crosses twelve steam railroad tracks and two street railway tracks in Chicago Avenue. By the relocation, these will all be eliminated, it was pointed out. Automobile traffic on the street is heavy. Slowness of operation is essential in the interests of safety, the South Shore has declared, but added that even with slow operation, the running of eighty passenger trains and many freight trains daily in Chicago Avenue is a traffic hazard.

Would Elevate New Track

The new right-of-way runs due west from Cline Avenue across Kennedy Avenue and thence west three-fourths of a mile to a point where it angles northwest crossing Forsythe Avenue just south of the river, and continuing northwesterly across White Oak Avenue into Hammond. In Hammond it joins the present line at Columbia Avenue.

Renewing East Chicago Track and Paving

Heavier rail is going into replacement on the South Shore Line tracks on Chicago avenue, the business thoroughfare of East Chicago, Indiana. Nearly three and one-half miles of single track will be rebuilt between Grasselli avenue and White Oak avenue, the job to be finished around October 15. New tarmac paving will be laid between the tracks.

If the track is built on the new right-of-way, it is planned to elevate it over White Oak Avenue, Forsythe Avenue and Kennedy Avenue.

It is planned by the road to have the main East Chicago Station at the point where the new right-of-way crosses Forsythe Avenue. Officials of the Shore Line Motor Coach Company have announced that motor coach service will be provided to the station in event of the change.

ROAD WON TWO HIGHEST AWARDS ONE YEAR AGO

One year ago this month the Chicago South Shore and South Bend Railroad received the two highest national honors it is possible for it to receive.

It was awarded the **Electric Traction** speed trophy, given to the electric interurban railway in the United States or Canada which maintains the fastest service between terminals.

The road received the Coffin award, and a prize of $1,000 for making the year's most "distinguished contribution to the development of electric transportation for the convenience of the public and the benefit of the industry."

During the intervening year the South Shore Line has increased the speed of its trains and continued its distinguished contributions to the electric transportation industry.

PARLOR CARS POPULAR WITH FOOTBALL FANS

The deluxe service furnished patrons of the South Shore Line has always proved exceedingly popular with football enthusiasts, the parlor and dining cars always carrying a large number of fans on the days preceding and following the games.

The luxuriousness of the parlor cars and their many refinements make them a favorite means of travel with all who have tried them. The large, comfortable easy chairs and the excellently appointed ladies' lounge and men's smoking room are among popular features of the parlor car.

Ten Deluxe Trains

Three trains daily each way carry both dining cars and parlor cars and two other trains each way carry parlor-observation cars. Dining car trains leave Randolph St., Chicago, at 8:00 a. m., 12 noon and 5:15 p. m. and leave South Bend at 7:00 a. m., 12 noon and 5:00 p. m. Parlor car trains leave South Bend and Chicago at 10:00 a. m. and 3:00 p. m.

The dining car service features a special noon luncheon for one dollar and a special evening dinner for one dollar and a half. A la carte service is offered patrons as a variation from the special menu.

Start Second Section of Electric Plant

PRELIMINARY construction of the second section of the Chicago District Electric Generating Company's station (formerly the State Line Generating Company) on the shore of Lake Michigan at the Indiana-Illinois state line in Hammond has commenced.

Generating units two and three, aggregating 257,000 kilowatts capacity or approximately 342,660 horsepower at 85 per cent power factor, will be installed in the second section bringing the total station capacity to 465,000 kilowatts or approximately 620,000 horsepower. Present capacity of the station is 208,000 kilowatts, or approximately 277,330 horsepower.

Two Units Being Built

Unit number two, with a capacity of 132,000 kilowatts, or approximately 176,000 horsepower, will be placed in operation in 1932. This unit is being built by the General Electric company. Unit number three, with a capacity of 125,000 kilowatts or approximately 168,770 horsepower, will go in operation in 1933. It is being constructed by the Allis-Chalmers company of Milwaukee. Both turbo-generator units will be operated at 1,200 pounds steam pressure. Six boilers, three for each unit, will supply the steam. The high pressure turbine in unit number one is operated at 650 pounds steam pressure.

Plan Larger Building

An addition to the station building will be built, 380 feet long, 210 feet wide and about 100 feet high, which will double the size of the present structure. The new addition will be of steel and brick construction, corresponding in architectural design with the present building. Herlihy Mid-Continent company has the contract.

The new addition will be added on the south side of the present building. It will contain the turbine room for the second and third units, a boiler room and an operating room. It will be adjoined by a switchyard, 272 feet by 302 feet.

Owned By Four Companies

The Chicago District Electric Generating Company is owned either directly or through subsidiary corporations by the Commonwealth Edison company, the Public Service Company of Northern Illinois, the Northern Indiana Public Service company and the Interstate Public Service company. These owning companies have contracted for the entire output of the station. Electrical energy is delivered to them at the station company's property line.

These four companies serve the rapidly developing industrial area about the southern end of Lake Michigan, the city of Chicago and northeastern Illinois. According to present plans, still further development of the Hammond station will be made in the future to help meet increased demands for service upon the owning companies. The station will have an eventual capacity of at least 1,000,000 kilowatts or approximately 1,333,330 horsepower.

Dining Car Breakfasts Offer Wide Variety

Kraut or Tomato Juice — Grape Fruit Juice
Orange Juice — Sliced Orange

CEREALS WITH CREAM

Steamed Oatmeal — Grape Nuts
Corn Flakes — Bran Flakes

EGGS

Eggs, Boiled, Scrambled or Fried
Poached Eggs On Toast

OMELETS

Plain — With Preserves — Ham Omelet
With Rasher of Bacon

MEATS, ETC.

Broiled Sirloin Steak
Bacon and Eggs — Broiled Bacon
Broiled Ham — South Shore Ham and Eggs
Corned Beef Hash
Minced Ham With Scrambled Eggs
Corn Fritters, Rasher of Bacon

POTATOES

Hashed Brown
Hashed In Cream Or Lyonnaise

PRESERVES

Orange Marmalade — Strawberry Preserves
Preserved Prunes — Red Currant Jelly
Preserved Figs In Syrup
Individual Strained Honey

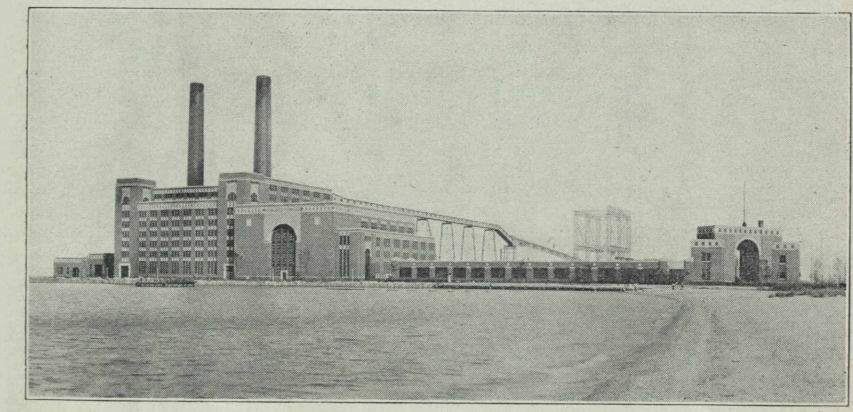
BREAD, ETC.

French Toast With Maple Syrup, Currant Jelly or Orange Marmalade
Hot Rolls — Dry or Buttered Toast
Milk Toast — Cream Toast
Wheat Cakes With Maple Syrup

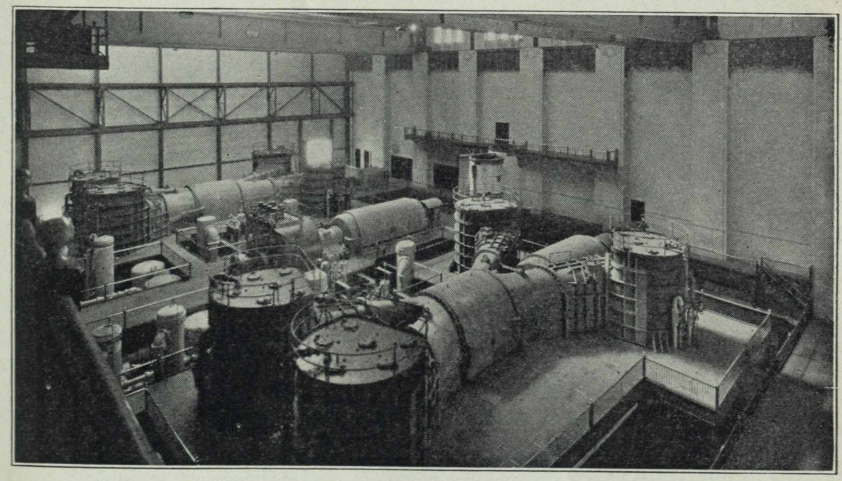
COFFEE, TEA, ETC.

Coffee — Kaffee Hag — Cocoa
Tea — Milk — Instant Postum

To Increase Capacity of Plant



The Hammond plant of the Chicago District Electric Generating Company, formerly the State Line Generating Company, located on Lake Michigan at the Indiana-Illinois line, will be enlarged by the addition of two units within the next three years.



Preliminary work on the installation of two turbo-generators similar to the one pictured, has been started. The capacity of the plant will be increased from 208,000 to 465,000 kilowatts.

CONCESSION COUNTERS BOAST PROMPT SERVICE

A constantly increasing business is being done by the soda fountains and lunch counters maintained by the Chicago South Shore and South Bend Railroad in its passenger stations in South Bend, Michigan City, Benton Harbor and Gary.

The popularity of these sandwich and soda counters with the patrons of the South Shore has been achieved because of the reasonable prices charged, the quality of the food, and the cleanliness and promptness of the service.

Cigars, cigarettes, candy, hot and cold sandwiches, beverages, pastries, newspapers and magazines can be had at these counters at popular prices.

Straube Pianos Are Hammond Product

IN homes all over the country, in music studios, schools, auditoriums and churches, Straube pianos may be found. The business was founded 52 years ago in Downer's Grove, Illinois, and in 1904 moved to Hammond, Indiana, where it now occupies a large and entirely modern four-story manufacturing plant.

Straube manufactures a complete line of both upright and grand pianos in styles and sizes to meet every taste and purpose. Among distinctive products are the two smallest instruments in both upright and grand styles, embodying an exclusive feature called the Duplex Overstrung Bass which gives these small instruments improved tone quality and volume. This feature enables a much longer string to be used in the bass sections than ordinarily. Since it is length in strings combined with the sounding board area which determines the quality and volume of tone, the importance of this feature in exceedingly small pianos is quickly recognized. The small upright is only three feet seven inches high, while the Sonata Model Grand measures four feet four inches, making it practical for small homes and apartments.

Five Months To Build

The manufacture of pianos as it is carried on in the Straube plant embodies all the old ideals of craftsmanship which go to make a genuine quality product. Omitting the length of time that the wood is seasoned before it enters the factory, it requires about five months to build a Straube piano.

The first stage in the factory is drying the wood in the kilns to reduce the moisture content to the proper degree. From the kilns the wood proceeds to the mill room where it is cut in conformity with specifications to the required sizes. From the mill room the wood goes to the veneer department where the veneers are applied. Mahogany, walnut or oak are used, with mahogany and walnut by far the most popular.

From the veener room the progress of the work is to the cabinet department where the veneered pieces are shaped, planed and joined together. The cabinet department of the Straube Piano Company is comparable to the high quality furniture manufacturing establishments.

Stained, Filled, Varnished

From the cabinet department the material proceeds to the finishing department where the wood is stained, filled and receives five coats of varnish in addition. As each coat of varnish is applied it is rubbed by hand or machine to make the surface perfectly smooth before the next application is given.

Coincidently with the making of the piano case which we have here described, other activities are carried on such as making the back of the piano including the heavy poster supports, the adjustments of ribs to the sounding board to obtain the proper sound for acoustical purposes which it must have; the gluing of the sounding board to the back and the placing of the heavy metal plate over the sounding board and securely fastening it to the piano back itself.

"Chipping"—The First Tuning

The strings which are inserted over the plates are of steel or special alloy and in the lower register are wound with copper.

After the strings, plate and sounding board are attached to the back the first process of tuning takes place. This is called "chipping." From then until the piano is ready for shipment it is tuned several times with a considerable period elapsing between each tuning so that the strings may become fully stretched and adjusted.

Straube piano keys are made of pine, the most satisfactory wood for this purpose as it does not tend to warp or twist. The white keys are covered with tusk ivory and the black keys are heavily enameled and finished to correspond with the white. The piano action itself is intricate and complicated but durable mechanism containing many thousands of separate parts. After the keys are placed in position in contact with this action they are carefully regulated and balanced.

Grands Are Heavier

In the manufacture of the grand piano the case is composed of an outer and inner rim, the latter being made of nine-ply core stock glued together under pressure. The outer rim is made of five-ply stock and the veneering is carried on as in upright piano manufacture. The posts of a Straube grand, instead of being solid wood, are built up of fifteen-ply of wood glued together under pressure. This is a special design for which patents have been granted the Straube Piano Company.

The key-bed of the Straube grand is much more heavily and durably constructed than that used in an upright. Approximately twenty-five ply of wood are used and glued under pressure.

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th Shore Lines

or Patrons of the Chicago South Shore and South Bend Railroad

VOL. 6 NOVEMBER, 1930 No. 1

November Promises Thrills Galore For South Shore Football Fans

Never in the history of the great collegiate sport have there been so many outstanding football games scheduled in the South Shore Line territory as there are this November. Princeton, Army, Notre Dame, Purdue, Northwestern, Wisconsin, Illinois, Chicago, Indiana and others play important games within easy reach of a South Shore Line station.

Month Offers Tempting Football Fare

FOOTBALL fans living in the territory served by the South Shore Line will have an opportunity to see as fine an assortment of important games this November as has been their good fortune in many years.

Praises Food, Train Service

A gracious word of appreciation of the service of the South Shore Line has been received from George W. Butler, 120 Broadway, New York City, who used the railroad when he and a party of friends attended the Notre Dame-South Methodist game at South Bend, October 4.

Upon leaving for New York I wish to say a word in appreciation of the excellent service rendered me and my party to and from the Notre Dame game at South Bend.

Your Mr. Pendleton was very gracious in arranging my return accommodations. Your train crews were courteous and accommodating. Your equipment was good. Your dining car served a dinner upon the return trip which was unexcelled by any railroad on which I had ever traveled either here or abroad.

All in all, I was so agreeably surprised with the friendly personal touch throughout that I feel I should make this acknowledgement.

START ERECTING TURBINE AT GENERATING STATION

Erection of the turbine in the Northern Indiana Public Service Company's new electric generating station on the shore of Lake Michigan at Michigan City has been begun. Five carloads of materials to be used in the turbine have been received at the site.

General construction work on the station is nearing completion. Installation of mechanical and general electrical equipment is progressing satisfactorily.

Brick Work Being Finished

Cleaning down of brick work on all interior and exterior finished brick is expected to be completed soon.

Roofing on the main building is complete with exception of the south boiler room roof. The conveyor roof from the coal breaker building to the drive house is nearly finished. Glazing is practically finished.

All forced and induced draft fans are set including the motors. Work on the three boilers is progressing.

Princeton, Purdue, Notre Dame, Northwestern, the United States Military Academy, Wisconsin, the University of Illinois and others appear on gridirons easily accessible to South Shore patrons.

Princeton at Chicago

On November 1, Princeton comes to Chicago to play the University of Chicago at Stagg field, and on the same day Indiana University meets Notre Dame in the new stadium at South Bend.

The following Saturday, November 8, there will be an opportunity to see Purdue, 1929 Western Conference champions, against the University of Chicago at Stagg field.

Wisconsin at Northwestern

November 15 two Big Ten leaders, Wisconsin and Northwestern, play in Evanston at Dyche stadium; and the University of Illinois comes to Stagg field to play the University of Chicago. In South Bend on that date, Notre Dame will meet Drake.

And then on November 22 comes the much talked of Northwestern-Notre Dame game to be played at Dyche stadium in Evanston.

Notre Dame Plays Army

One week later, November 29, Notre Dame plays on Soldier field against the Army. This game was brought to Chicago for the first time this year, having been played previously in New York City.

Following is a list of November games and instructions for reaching playing fields. Plan to arrive at the field by 1:30 p. m. Kickoffs are at 2 p. m. sharp, and you won't want to miss the preliminary parades of the bands, etc.

STAGG FIELD, Chicago. (Leave train at 63rd street: 4 blocks west, 5 blocks north.)

Nov. 1—Princeton vs. Chicago.
Nov. 8—Purdue vs. Chicago.
Nov. 15—Illinois vs. Chicago.

DYCHE STADIUM, Evanston. (Leave South Shore train at Randolph street: take "L" to Central street, Evanston.)

Nov. 15—Wisconsin vs. Northwestern.
Nov. 22—Northwestern vs. Notre Dame.

SOLDIER FIELD, Chicago. (Leave South Shore train at 12th street: walk east over bridge and turn south.)

Nov. 29—Army vs. Notre Dame.

NOTRE DAME STADIUM, South Bend. (Leave South Shore train at South Bend station: street car, bus or taxi to field.)

Nov. 1—Indiana University vs. Notre Dame.
Nov. 15—Drake vs. Notre Dame.

Stadium Dedication Attracts Football Crowds

Official opening of Notre Dame's new stadium October 11 brought many visitors to South Bend. Here are a few leaving the special train of the South Shore Line. Ample service to accommodate all is being provided each day Notre Dame plays in either South Bend or Chicago.

ADMIRAL BYRD TO SPEAK IN CHICAGO, NOV. 16

Admiral Richard E. Byrd, aerial conqueror of the north and south poles will describe the Antarctic expedition and exhibit his own motion pictures in Chicago at the Clivic Opera House, Sunday evening, November 16.

Proceeds from the lecture will go to the Infant Welfare Society for its work for Chicago's babies. Seats may be reserved by mail or telephone the offices of the society at 203 N. Wabash avenue, Chicago; telephone State 4145.

Cares for 14,000 Infants

The society maintains twenty-one stations in the poorest sections of Chicago with a staff of ninety-six physicians, nurses and social workers. During 1930 the society will care for more than 14,000 infants and children and for 1,400 expectant mothers who would not otherwise receive medical advice and dietary help, and its nurses will make over 105,000 home visits. The society's workers give expert medical advice at its stations, prescribe diets, demonstrate the actual care of babies, cooking and sanitation in the homes, and teach mental hygiene.

DUNES PARK HAS 178,621 VISITORS DURING YEAR

The fiscal year 1930, ended Oct. 1, was a banner one for state park attendance, according to a report of Director Richard Lieber of the state conservation department.

Total attendance for all parks was 478,404 this year, an increase of 55,951 over 1929, the previous high. An income of $4,784.04 was realized, since a 10-cent admission is charged.

Dunes State park had the most visitors with 178,621, an increase over last year of 31,670.

South Bend Freight Terminal Begun

PRELIMINARY work has been started in South Bend by the Chicago South Shore and South Bend Railroad on the new freight terminal to be developed on the former site of the South Bend Chilled Plow company.

Completion of the project entailing a total expenditure of more than $350,000 is expected about December 15, and will enable the South Shore Line to offer shippers prompter and more convenient service.

Mile from Business Center

The property is about one mile west of the South Bend business district and lies north of the New York Central railroad between Washington street, Circle avenue and Grant street.

Two buildings, formerly used by the plow works, will house the new freight terminal. Five other buildings on the property, because of their location and advantageous switching facilities, will be developed for the use of industrial tenants.

To Abandon Old Terminal

On completion of its new terminal the South Shore Line will abandon its present freight terminal on LaSalle street east of Sycamore, thus reducing the handling of less than carload shipments in tractor-trailers between the old freight house at Orange and Olive streets and the LaSalle street terminal.

A track to the new freight terminal will leave the South Shore Line main about 300 feet west of Mead street and run east on Merry avenue for about five blocks, entering the new property north of the Williston Construction company's plant. The tracks of the Northern Indiana Electric railway in Merry avenue will be moved several feet north to make room for the new South Shore Line track.

CHICAGO STOCK SHOW TO START NOVEMBER 29

The International Live Stock Exposition, which annually brings hundreds of stock men with prize exhibits of fine breeds to Chicago, will be held this year November 29 to December 6 at the Union Stockyards.

The cattle exhibit, the horse show and the display of prize porkers are all expected to surpass those shown in the past.

To reach the stock pavilion from the South Shore Line take an elevated train to the Union Stockyards either in the loop or at 63rd street.

POPULAR PRICES PREVAIL AT LUNCHEON COUNTERS

Reasonable charges, combined with the cleanliness and promptness of the service and the care with which the food is prepared, make the fountain lunch counters at the South Shore Line passenger stations a favorite place with patrons of the railroad.

Work Starts On New South Bend Freight Terminal

The photo shows work being started on the new track to connect the South Shore Line main with the new freight terminal now being developed in South Bend. Construction of the terminal is another step in the railroad's policy of providing ample facilities to meet the future needs of its shippers and patrons.

Years Spent Preparing Museum Exhibits

ONE of the factors which goes to make the Field Museum of Natural History one of the most fascinating places in the world is the care with which exhibits are prepared. The director insists that exhibits must not only be attractive and lifelike, but at the same time they must be accurate to the smallest detail.

"Shortly after the return of any expedition visitors ask to see exhibits of material collected by it, and are usually surprised to learn that it may require several months, or in some cases one to three years before exhibits can be prepared," says an article in the Field Museum magazine.

A Special Art

"The creation of an exhibit that is both attractive and scientifically accurate is a special art full of complexities of which the average person little dreams. It requires a great deal of time, and the utmost in patience, care and skill.

"As the principal aim of Field Museum is to disseminate knowledge, it is important that the institution shall maintain the highest standards of accuracy. At the same time the element of beauty is also an important factor in many exhibits.

Require Meticulous Care

"In each department it is required that everyone concerned in the preparation of exhibits, from the curator supervising the task down to the various artisans specializing in the different operations necessary, shall devote meticulous attention to every detail, however small.

"The time thus spent is regarded as well worth while, since it insures that nothing shall go on exhibition until it has been subjected to the most careful preparation, and has been approved after rigid inspection by competent authorities.

Make Small Model

"Especially laborious and time-consuming are the preparations necessary in the case of certain zoological and botanical exhibits. In a habitat group of animals, for example, a small scale model must first be made; the skins of the animals must be cleaned and otherwise prepared; models or manikins upon which the skins are to be mounted must be so performed as to give a life-like appearance; a scenic background must be painted with due regard to perspective and to lighting; and accessories for the foreground, such as trees, shrubs, rocks, and representations of water, mud, snow, and ice must be prepared.

"In botanical exhibits the preparation of reproductions of plants and flowers by the processes employed in the Stanley Field Plant Reproduction Laboratories of the museum is necessarily a slow task, requiring the greatest painstaking.

"The work is practically all done by hand, and thus a plant with many leaves and flowers may take months to prepare as its various small parts are carefully reproduced.

Months of Preparation

"Similarly in the departments of anthropology, geology and the N. W. Harris Public School Extension, many specimens require weeks and months of work before they are ready for exhibition. Often many small fragments must be pieced together, patina must be removed by electro-chemical processes, and various laboratory tests may be necessary to determine the character of authenticity of specimens.

"Even roentgenology is required in the study of many specimens, and the museum maintains a special X-ray laboratory for this purpose. In all departments a great deal of time must be spent in research in order that informative accurate labels may be prepared for the exhibits."

MINERAL BATHS DRAW MANY TO TWIN CITIES

The mineral baths, which bring hundreds of sufferers from rheumatism to Benton Harbor and St. Joseph each year, have been increasingly patronized during the last few months.

The hot sulpho-saline waters are said to be especially satisfactory in removing inflammatory thickenings of a rheumatic nature. Hotels in both communities give these baths at a reasonable charge.

Service every other hour to Benton Harbor and St. Joseph is provided by the South Shore Line trains and motor coaches. Limited trains of the South Shore Line leaving Chicago at 5 a. m., 7 a. m., 9 a. m., 11 a. m., 1 p. m., 3 p. m., 5:15 p. m., and 7 p. m., connect at Michigan City station with motor coaches for Grand Beach, New Buffalo, Union Pier, Lakeside and other communities on U. S. Highway No. 12 to St. Joseph and Benton Harbor.

Make Turf For Midget Golf Courses

A CHARACTERISTIC of the industries in the rapidly growing territory served by the Chicago South Shore and South Bend Railroad has been their alertness in uncovering new markets for their products.

When the miniature golf craze swept the United States last summer, Blocksom and Company, a Michigan City firm producing curled hair padding for upholstery, immediately developed a curled hair turf for use on both outdoor and indoor courses.

The excellence of their new product is attested by the fact that it has been used by the owners of many miniature courses to replace turfs made of cottonseed and other preparations.

Employs 130 Persons

Like the upholstery and mattress padding manufactured by the company, the synthetic golf turf is made from hair which is sterilized, curled and woven by a secret, patented process in their Michigan City plant.

The factory is located on Canal street between Fourth and Sixth streets and first began operation in 1920. Since the company was organized it has been necessary to enlarge the plant three times, and today there are in the neighborhood of 130 persons employed.

In selling their new product, called Axiom golf turf, Blocksom and Company have stressed the similarity between the synthetic turf and a well kept, newly cut, golf green.

The miniature golf fan finds that his ball meets the same resistance encountered in actual play on a grass green, and there is no chance of his "ruining" his putting by the billiard table smoothness of the average miniature golf course.

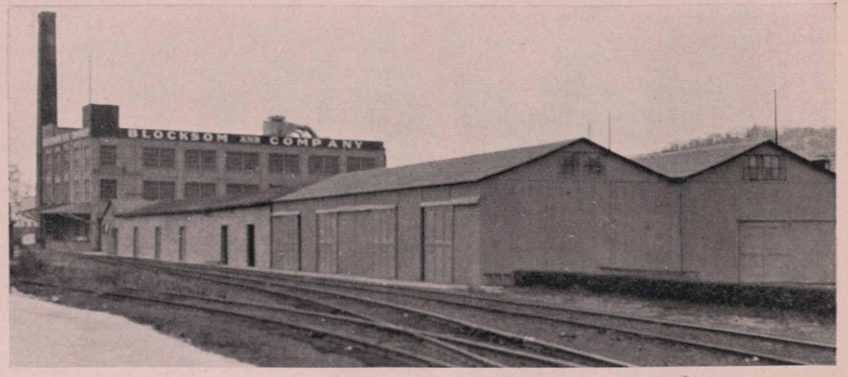
Axiom golf turf requires no rolling and the resulting economy in upkeep is stressed in their sales appeals. It is also pointed out that high heeled shows worn by women players do not mar the surface of the course.

EAST CHICAGO TRACK WORK IS FINISHED

Work of relaying the track and repaving between the rails on Chicago avenue, principal business thoroughfare of East Chicago, Indiana, has been completed by the Chicago South Shore and South Bend Railroad.

Creosote treated ties, with tie plates and 70 and 100 pound rail were put in for a distance of 1.69 miles between Grasseli avenue and White Oak avenue. Tarmac surfacing was used to replace the brick paving between the rails.

Curled Hair Products Are Made Here



Blocksom and Company's thrice-enlarged plant in Michigan City where padding for furniture and automobile upholstery is made from woven and sterilized curled hair. Recently a synthetic turf for miniature golf courses was developed.

N. A. T. BUYS STOUT LINE; OPERATES JOINT SERVICE WITH THE SOUTH SHORE

The Stout Air Services, with which the Chicago South Shore and South Bend Railroad maintains joint air-rail service between Chicago and Cleveland, has been purchased by the National Air Transport, and in the future will be operated as the Stout division of N. A. T. Its planes will continue to cooperate with the South Shore Line in speeding its patrons to and from Detroit and Cleveland, passengers transfering at South Bend.

National Air Transport is carrier of air mail and express between New York, Chicago and Dallas. The Stout Air Services is the oldest air passenger company in the country, operating between Chicago and Detroit and Detroit and Cleveland. Both N. A. T. and Stout are divisions of the United Aircraft and Transport Corporation.

"With the addition of the Stout lines, National Air Transport will at once be operating a daily mileage of approximately 12,000 miles. With the addition of passenger schedules to its present mail schedules, N. A. T. will soon add materially to this daily mileage figure."

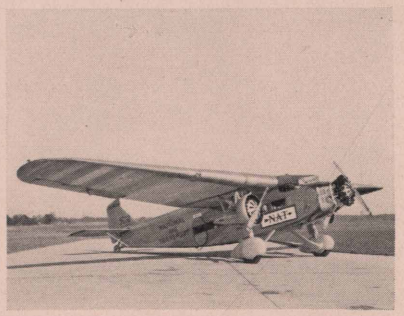
The Stout Air Services recently completed four years of operation, during which 1,339,000 miles were flown and 126,000 passengers were carried in its planes without an injury to any passenger. National Air Transport has engaged in mail and express service for four and a half years during which its planes have flown a total of 8,500,000 miles carrying more than 5,000,000 pounds of cargo.

The present fleet of luxurious Ford trimotored fourteen passenger Wasp-powered planes operated by the Stout company will be added to the N. A. T. fleet of thirty-six mail and express cargo planes. In addition to these planes four of the latest model high speed Ford passenger transport planes recently purchased by Stout will become a part of the N. A. T. flying equipment, according to N. A. T. officials.

SET SUNDAY, JAN. 25 FOR OGDEN DUNES SKI MEET

The Ogden Dunes Ski meet which each year attracts 50 to 60 of the best American and foreign ski riders will be held January 25, 1931, the management has announced. Thousands of spectators annually ride the South Shore Line trains to and from this spectacular sporting event. The framework of the ski jump may be seen from the train window as you pass Ogden Dunes.

Used In Joint Service



New type, high-speed, tri-motored transport which will be used by the Stout Division of National Air Transport to speed South Shore Line patrons to and from Detroit and Cleveland. Passengers transfer at South Bend, eastern terminus of the South Shore Line.

FAMED ARCTIC EXPLORER WILL LECTURE IN GARY

Donald B. MacMillan, veteran of numerous arctic exploits, will lecture and show his motion picture "Under the Northern Lights," in Gary at the City Church Auditorium, 6th and Washington, the evening of November 8.

MacMillan, the companion of Admiral Peary on his dash to the pole, and co-explorer with Admiral Byrd and Floyd Bennett in their first northern flights, is one of the nation's finest speakers.

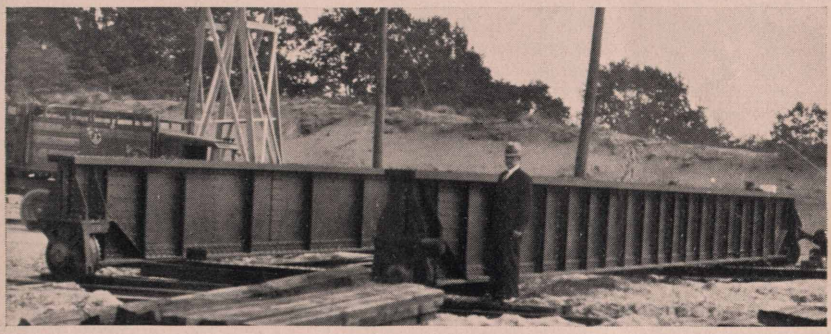
Last winter he packed halls in East Chicago and Hammond with hundreds of persons who came to hear his story. His motion picture was shown in East Chicago at the Elks Club, but nas never been shown in Hammond or Gary.

SHAKESPEAREAN SEASON OPENS AT CIVIC THEATRE

The season of the Chicago Civic Shakespeare Society opened October 27 with the presentation of "Hamlet" by Fritz Leiber and his repertory troupe. Plays are given each day except Sunday, with matinees Wednesday and Saturday, in the Chicago Civic Theatre, Wacker drive at Washington street, Chicago.

Included in this year's offerings are: "As You Like It"; "The Merchant of Venice"; "Julius Caesar"; "King Lear"; "Hamlet"; "Twelfth Night"; "Richard III" and "Macbeth."

Transfer Table to Speed Car Repair



This new pitless transfer table is to be used for transfering cars from the yards to the new shop building, now nearing completion in Michigan City. The table accommodates one 70-foot car. It will speed shop repair work and eliminates the necessity of extensive track construction and grading east of the new shops buildings.

G. K. CHESTERTON USES ROAD BETWEEN CHICAGO, SOUTH BEND LECTURES

G. K. Chesterton, well-known English man of letters, is delivering a series of lectures this fall in South Bend and Chicago, and is frequently a patron of trains of the Chicago South Shore and South Bend Railroad.

His lectures in South Bend are under the auspices of the University of Notre Dame and in Chicago under the auspices of Loyola University. A limited number of outsiders are being admitted to his lectures at Notre Dame. They are given in Washington Hall, Monday, Tuesday, Wednesday and Thursday evenings between 8 and 9 o'clock.

TRY ONE OF THE DELUXE TRAINS THAT NEXT TRIP

For that next trip on the South Shore Line, patrons are urged to arrange to travel on one of the road's deluxe trains, sampling the famous South Shore Line cuisine and enjoying the luxuries of the parlor car service.

Feature Special Dinner

The dining cars feature a special noon luncheon for one dollar and a special evening dinner for one dollar and a half. A la carte service is offered patrons as a variation from the special menu.

Three trains daily each way carry both dining cars and parlor cars and two other trains each way carry parlor-observation cars. Dining car trains leave Randolph St., Chicago, at 8:00 a. m., 12 noon and 5:15 p. m. and leave South Bend at 7:00 a. m., 12 noon and 5:00 p. m. Parlor car trains leave South Bend and Chicago at 10:00 a. m. and 3:00 p. m.

Noted For Luxury

The luxuriousness of the parlor cars and their many refinements make them a favorite means of travel with all who have tried them. The large, comfortable easy chairs and the excellently appointed ladies' lounge and men's smoking room are among popular features of the parlor car. A charge of fifty cents is made for this service.

NEW SHOPS READY IN ANOTHER MONTH, BELIEF

The new shop building of the Chicago South Shore and South Bend Railroad at Michigan City will be ready for us within the next month, officials of the road believe.

Several pieces of new machinery which will be used in the work of maintaining the rolling stock of the South Shore Line have not yet arrived, and the equipment from the old shop building must be moved into the new quarters.

Grading and landscaping around the new building is about completed, and the transfer table, east of the building, has been put in.

The Roeske avenue bridge across the railroad yards just west of the shop is virtually completed, and it is expected the street will be open to traffic within a few weeks.

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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 6 DECEMBER, 1930 No. 2

Chicago Stock Show Ends December 6

THE first week in December sees the renewal of the annual International Live Stock Exposition and the International Hay and Grain Show in Chicago at the Union Stock Yards. Because of the many patrons of the South Shore Line who attend each year, special round trip rates have been placed in effect by the railroad.

This great exhibit, attracting thousands of grain and stock men from throughout the country, is easily accessible to persons living in South Shore Line territory. By leaving the train either at 63rd street, or at one of the loop stations, and taking an "L" train, a few minutes ride takes you directly to the exposition.

Highlights of Exposition

Here are a few highlights of the show, which officially opens November 29 and closes December 6.

More than 12,000 head of the finest specimens of leading herds, studs and flocks in America will be shown.

The world's largest display of field crops will feature the International Grain and Hay Show.

International Horse Show

Coming at the close of the season, the International Horse Show is the climax of these entertaining spectacles, where six-horse teams of ton weight show horses—parades of live stock led by kilted Scotch pipers—spirited exhibitions of "high-school" horses—interesting sheep dog trials—spectacular riding, driving, and jumping contests—all contribute to make this a most brilliant event.

Attractive Wool Display

Hundreds of exhibits of the latest developments and advances in farming will be staged by the nation's leading agricultural colleges.

A wool show, consisting of an attractive display of the raw product of one of the nation's most important industries.

Auction sales of prize winners, where the choicest of fat cattle, sheep, and swine are sold at record breaking prices.

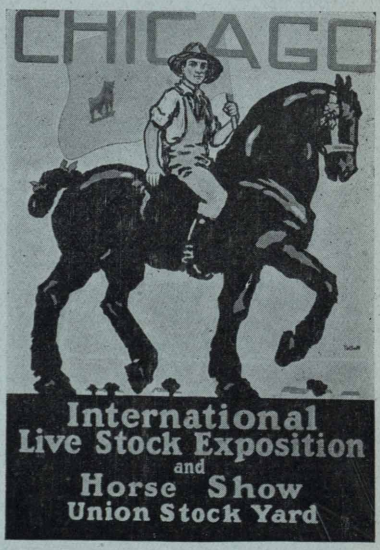
Judging Competition

Judging contests, where youths match their knowledge of good live stock in junior, intercollegiate, and international competition, several Canadian teams taking part.

A congress of 1400 boys and girls from 44 states, elected to attend the 4-H Club Congress at the International because of their leadership in farm affairs in their home states and communities.

The stock show has become one of the outstanding agricultural events of the year and brings thousands to Chicago.

Chicago Event



The International Live Stock Exposition and Grain and Hay show at the Union Stock Yards, Chicago, opened November 29 and continues until December 6. It is easily reached by South Shore Line patrons, who may take an "L" train either at 63rd street or in the loop.

First New Freight Locomotive Arrives

ONE of the two 80-ton electric freight locomotives, ordered for December delivery by the Chicago South Shore and South Bend Railroad, has arrived in Michigan City and is now receiving final tests before being placed in service. The second will be shipped the first part of the month and should be in service before the beginning of the new year.

The addition of these two new locomotives will bring the total owned by the South Shore Line to 14. The one which has just been delivered was manufactured by the Westinghouse Electric and Manufacturing company. The other was made by the General Electric company.

Embody Newest Design

They represent the latest word in electric locomotive design, each being equipped with the most modern appliances for speed and safety.

Purchase of the new locomotive is in line with the railroad's policy of having sufficient equipment on hand at all times to meet the future requirements of shippers and patrons in the rapidly growing territory it serves.

The addition of these locomotives to the rolling stock at this time serves to emphasize the optimistic attitude toward business conditions held by the management of the road.

Optimistic Toward Business

"Expenditure of this money for new equipment at this particular time represents our faith in the business future of the territory we serve," said Charles H. Jones, general manager.

"The manufacture of the locomotives provided employment for workmen who might otherwise have been idle. It is tangible proof that we believe there is going to be business for the new equipment to handle."

Ski Meet, January 28

The annual ski meet will be held at Ogden Dunes, January 25. This most spectacular of all sports events thrills thousands who ride the South Shore Line to and from the contest each year.

NOTRE DAME TEAM USES SOUTH SHORE TO GAME

A special train of the South Shore Line was used by the University of Notre Dame football squad between South Bend and Chicago the day of the Northwestern game, November 22. The team returned the following day in two special coaches attached to the regular noon flyer out of Chicago.

This year's Notre Dame team is considered by many sports writers as the best that ever has been developed by the school.

Ted Coy, former All-American football star from Yale, on seeing this year's team, remarked: "They aren't football players, they are chorus boys."—so impressed was he with the rhythm and machinelike precision of their style of play.

THREE HAMMOND TALKS PLANNED FOR DECEMBER

The Beth-El Open Forum is conducting its seventh season of Tuesday evening lectures at the Beth-El Social Center, Hohman and Mason streets, Hammond, Indiana.

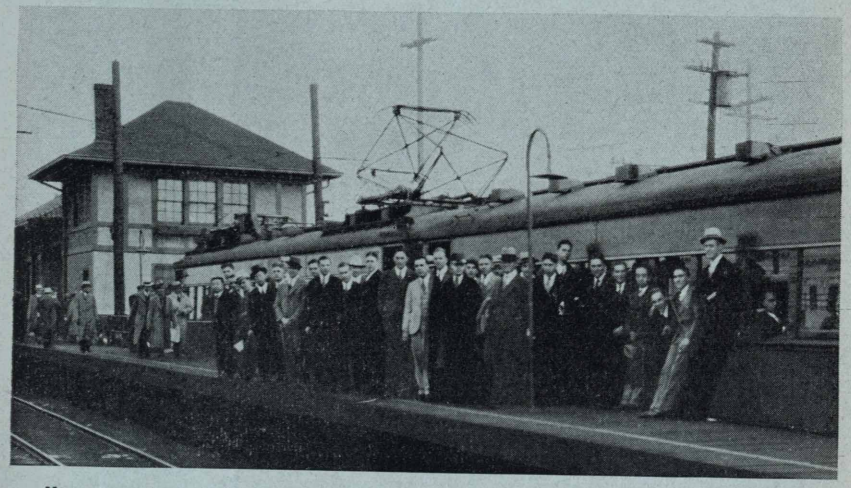
The following lectures will be given this month under auspices of the society:

December 2, "South America, An Awakening Empire," Kirtley F. Mather, professor of geology, Harvard University.

December 9, "Aeronautics in Peace and War," Dr. Ford A. Carpenter, F. R. G. A.

December 16, "Remaking a Continent — the Soviet Five Year Plan," Dr. Anna Louise Strong.

Bully For Old Purdue



Here are a few of the 350 engineering students of Purdue University who spent November 4 inspecting industrial establishments of the Calumet district. Special coaches and trains of the South Shore Line were used between Michigan City and Chicago. Electrical engineering students visited the railroad's Furnesville substation.

Table D'Hote Dining Car Service

Special South Shore Luncheon

Old Fashion Navy Bean Soup

—

Choice
Fried Lake Trout, Brown Butter Sauce
Bacon or Red Currant Jelly Omelet
Beef Goulash, Hungarian Style
Breaded Veal Cutlets, Tomato Sauce
Roast Loin of Pork, Apple Sauce

—

Persillade Potatoes **Buttered String Beans**

—

Choice
Apple Tapioca Pudding, Cream Sauce
Hot Mince or Apple Pie
Ice Cream with Wafers

—

Assorted Bread or Rolls and Butter

—

Coffee, Tea or Milk

—

One Dollar per Person

SOUTH BEND FREIGHT TERMINAL NOW NEARLY ONE HALF CONSTRUCTED

The work of remodeling the buildings to be developed into a new South Bend freight terminal for the Chicago South Shore and South Bend Railroad is now more than one-half finished.

The track work, which when completed will cover approximately one mile, is also progressing rapidly. Nearly all the grading has been done and 1,900 feet of rail have been laid.

To Use Two Buildings

Contracts for the construction of drives on the property, which lies about one mile west of the South Bend business district, have not been awarded.

Two buildings on the plot, which is bounded by Washington street, Circle avenue, Grant street and the New York Central Railroad, will house the new freight terminal. Five other buildings, because of their advantageous location, will be developed by the South Shore Line for industrial tenants.

When the freight terminal is finished sometime around the first of the year, it will furnish office space for the South Bend traffic department as well as for the freight department.

Winter Is Best For Grant Park Tour

THE winter time is probably the best time of year for a trip to Chicago's great show places on the lake front at Grant Park. In the summer there are so many counter attractions—sea planes, ball games, Buckingham fountain, vast crowds of strollers, etc.,—that the person who really intends to see the Aquarium, the Planetarium and the Field Museum nearly forgets what he came for.

But the trip to any one of the three will amply reward the person who takes the trouble to make it. It's no trouble at all if you ride the South Shore Line, since the 12th street station is only a few steps from these buildings.

ADLER PLANETARIUM

The Adler Planetarium is the fantastic place where under a copper dome, one may see more sunrises in an hour than he would ordinarily see in a life time. Or he may see the passage of six years in as many minutes. This is by means of the planetarium instrument, made up of hundreds of tiny searchlights, which throws the celestial bodies on the dome, and causes them to move just as the stars move through the heavens. By speeding up the machine, hundreds of years can be made to pass in a few seconds.

"To make astronomy, the oldest of the sciences, dramatic and real to the masses and to bring home to the world today the truths which were known to the ancient Greeks and Arabs,"—this is the purpose of the Adler Planetarium, and a visit there will convince you that the institution is carrying out its aim.

The Planetarium opens at 10 a. m., each day except Sunday, then at 2 p. m. On Monday, Tuesday, Thursday and Friday it remains open until 10 p. m., and 25 cents admission is charged. Lectures are given at 11 a. m., and at 3, 8 and 9 p. m. Admission is free Wednesdays and Sundays; the closing hour is 5 p. m. Lectures Wednesday at 11 a. m., and 3 p. m.; Sundays at 3 and 4 p. m.

SHEDD AQUARIUM

An exhibit of salt water fish, said to be second to none in the United States, may now be seen at the Shedd Aquarium in Grant Park, Chicago. During the past year the exhibit has been in preparation, according to Walter H. Chute, director, and it is now ready for public inspection.

The first gallery of fresh water fish is now ready, with more in preparation.

The aquarium, located just northeast of the Field Museum on the lakefront, is easily accessible to patrons of the South Shore Line. It is about a four minute walk from the Twelfth street station.

FIELD MUSEUM

The Field Museum is open to the public each day in the week between 9 a. m. and 4:30 p. m. Admission is free Thursdays, Saturdays and Sundays. Children are admitted free at all times. Other days adults are charged 25 cents.

The services of a guide lecturer can be engaged, without charge, by special parties of ten or more desiring a conducted tour. These should be arranged for in advance, either through the South Shore Traffic department, 72 W. Adams street, Chicago, phone State 0517, or on written application to the director of the Field Museum, a week in advance of the intended visit. South Shore Line motor coaches may also be chartered for the trip.

A Visit to the Shedd Aquarium

Three salt water galleries and one fresh water gallery are now open for inspection in the new $3,000,000 John G. Shedd aquarium, largest and most modern institution of its kind in the world. The collection, which already includes 3,500 fish of 135 species, is being added to rapidly. The aquarium is only a few steps from the South Shore Line's 12th street station. No admission is charged Thursdays, Saturdays and Sundays.

South Shore Line Drops You Right In Chicago's Magnificent Front Yard

Grant Park, Chicago's famous show place on the lakefront, as viewed from atop the Hotel Stevens. On the extreme left is the Adler Planetarium. Next is the Shedd Aquarium, the Field Museum and Soldier Field. South Shore Line trains all stop at the 12th street platform, seen in the lower right hand corner. Patrons of the road have only to continue on across the bridge to reach Grant Park.

Heating Units Made In Michigan City

THE C. A. Dunham Company, manufacturers of the Dunham differential vacuum heating system, is another of the progressive American industries which has found that northern Indiana offers a splendid location for one of its branch factories.

A site for a new factory in Michigan City was purchased by the company in 1928, four years after the Young Pump company of Michigan City had been taken over and operated by the Dunham organization. A new factory was built in 1929 and an addition made in 1930.

Started in Iowa

The company had its origin in Marshalltown, Iowa, where it still has one of its manufacturing units. A young man, C. A. Dunham, in the early '90s, wondered why it was there was so little heat and so much noise in the old fashioned steam heating system.

He began studying and experimenting in devices for the control and distribution of heat. He found that the imprisoned air tried unsuccessfully to escape into the room through a small vent hole in the radiator, and the steam pipes banged and rattled because the imprisoned water (condensed steam) in the radiators had to get back to the boiler by going down the same pipe by which the steam had to rise—"Not so good," said he. "That's like trying to run a couple of railroad trains in opposite directions on the same track."

He found that efforts had been made to correct this by a double set of piping, one pipe through which the steam could reach the radiator and another for the water to condensation to return to the boiler. The air, however, remained a struggling prisoner and unfortunately the second set of pipes carried away the steam from the radiator before it had given up its heat through condensation. After ten years of study and research Dunham in 1903 developed the Dunham fluid thermostatic trap.

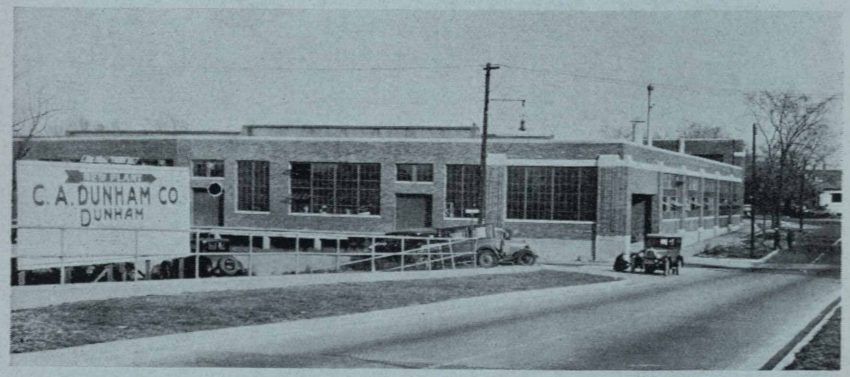
A small shop was set up in Marshalltown, and it soon developed into a factory, enlarged in 1917 and again in 1925.

Establish Canada Branch

In the meantime the C. A. Dunham Company, Ltd., was incorporated in Toronto, Canada in 1910, and the following year a factorry was built in that Ontario city. Last year this plant was greatly enlarged—offices were opened in London, England in 1920, and in 1928 that business was taken over by the C. A. Dunham Company, Ltd., of the United Kingdom.

At present the Michigan City plant manufactures differential vacuum pumps as well as other types of vacuum, centrifugal and condensation pumps, and all sizes and types of unit heaters.

Busy Michigan City Industry



This is the new plant of the C. A. Dunham Company, built during the last 18 months at Center street and the harbor, Michigan City. Unit heaters, vacuum, centrifugal and condensation pumps are manufactured here.

REPLICA OF FT. DEARBORN RISES ON CHICAGO'S '33 WORLD'S FAIR GROUNDS

Work is nearing completion on an exact replica of old Fort Dearborn as one of the Chicago World's Fair buildings on the edge of the lake at 26th street, a short distance from the scene of the Fort Dearborn massacre. The buildings will cost in the neighborhood of $75,000.

From Original Drawing

Plans and specifications for the buildings were prepared from the original drawings of the fort which were made by Captain John Whistler, commandant of the garrison, in 1808, and which were obtained from the War Department by the Chicago Historical Society.

According to the present plans, the upper stories of the buildings in the fort will be made into living quarters for members of the world's fair guard who will police the grounds.

Build Two Stockades

The specifications call for the erection of two stockades, the outer one to be 146 by 140 feet and five feet high, and the inner one ten feet high. There will be two block houses, 22 feet square and 41 feet high at the highest point, these to be fitted with loop holes for small arms and port holes for cannons.

There will be three soldiers' barracks, the officers' quarters building, a combination stores building and soldiers' barracks, and a stone powder magazine. In the center of the enclosure will be the parade ground, surrounded by a water trench.

To Fight Tuberculosis

More than 25 years ago a Danish postal clerk conceived the idea of fighting tuberculosis with Christmas seals. Death and disease rates have been lowered, thousands of lives saved and millions of persons made more happy because of his brilliant idea. Sale of the seals likewise serves to equip hospitals and furnish scientists with money to carry on against tuberculosis. Buying seals is a simple, undemonstrative and inexpensive act involving anything from a child's single penny to a thousand dollar check. Anyone and everyone, unless absolutely penniless can contribute his mite to the fight against tuberculosis.

South Shore Line Art

This poster, in bright colors, is used by the South Shore Line to call attention to the beauties of the Dunes in winter time. Each year an increasing number of nature lovers visit Indiana's duneland during the winter.

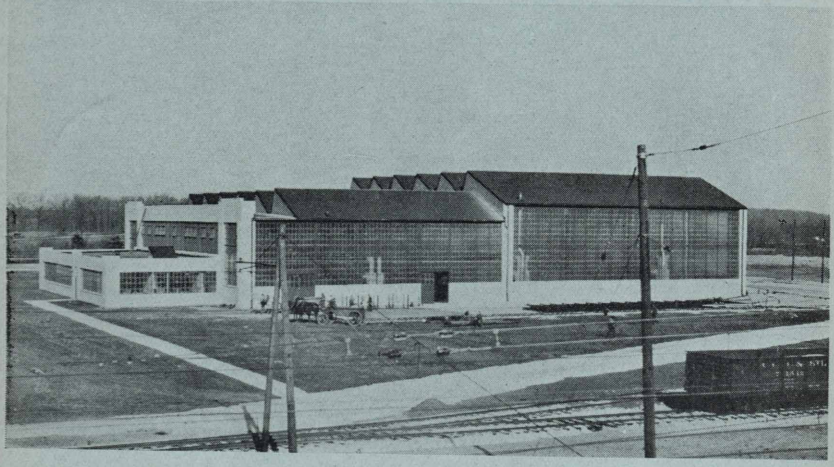
MINERAL BATHS DRAW MANY TO TWIN CITIES

The mineral baths, which bring hundreds of sufferers from rheumatism to Benton Harbor and St. Joseph each year, have been increasingly patronized during the last few months.

The hot sulpho-saline waters are said to be especially satisfactory in removing inflammatory thickenings of a rheumatic nature. Hotels in both communities give these baths at a reasonable charge.

Service every other hour to Benton Harbor and St. Joseph is provided by the South Shore Line trains and motor coaches. Limited trains of the South Shore Line leaving Chicago at 5 a. m., 7 a. m., 9 a. m., 11 a. m., 1 p. m., 3 p. m., 5:15 p.m., and 7 p. m., connect at Michigan City station with motor coaches for Grand Beach, New Buffalo, Union Pier, Lakeside and other communities on U. S. Highway No. 12 to St. Joseph and Benton Harbor.

Thoroughly Modern New Shop Building



Finishing touches are being put on the new shops of the South Shore Line in Michigan City. This thoroughly modern structure, built to afford workers the maximum of daylight, will be used for maintenance and overhaul of railroad equipment. It will be put in service as soon as the balance of the machinery is installed.

BEEF BROTH, ONE PIECE OF DRY TOAST—THAT'S DRAKE PLAYERS' LUNCH

Beef broth and one piece of dry toast — that's what 40 members of the Drake University football squad had for lunch Nov. 17, the day of the Notre Dame-Drake game. The meal was eaten on the South Shore Line en-route from Chicago to South Bend.

Evidently the scanty repast was enough, because the Drake team gave Notre Dame one of its hardest fights of the year, losing 28-7 in a spectacular game in Notre Dame's new stadium.

What the team ate on the diner returning to Chicago after the game was an entirely different story: oyster cocktails, cream of carrot soup, broiled steak, french fried potatoes, cramed parsnips, lettuce and pear salad, mince pie and coffee.

CONCESSION COUNTERS PLEASE ROAD'S PATRONS

A constantly increasing business is being done by the soda fountains and lunch counters maintained by the Chicago South Shore and South Bend Railroad in its passenger stations in South Bend, Michigan City, Benton Harbor and Gary.

The popularity of these sandwich and soda counters with the patrons of the South Shore has been achieved because of the reasonable prices charged, the quality of the food, and the cleanliness and promptness of the service.

Cigars, cigarettes, candy, hot and cold sandwiches, beverages, pastries, newspapers and magazines can be had at these counters at popular prices.

December Hockey

The Black Hawks, Chicago hockey team, play five matches in Chicago during December. Games are played at Chicago stadium, 1800 W. Madison street. Leave South Shore train at one of the loop stations and take the "L."

Thursday, December 4—New York Americans.
Sunday, December 7—Detroit Falcons.
Sunday, December 14—Montreal Maroons.
Tuesday, December 16—Ottawa Senators.
Sunday, December 28—Toronto Maple Leafs.
Thursday, January 1—Philadelphia Quakers.

Tickets may be purchased three days in advance at the Hub, Jackson and State; the Stadium Grill, 1800 W. Madison; Black Hawk Headquarters, 228 N. LaSalle.